

Impact Assessment



Assessment of: New Pay & Display Schemes

Service: Climate Change, Environment and Transport

Head of Service: Meg Booth

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Assessment carried out by (job title): Traffic Management Team Manager

1. Description of project / service / activity / policy under review

Proposal to review on-street parking restrictions in communities, and to implement pay & display where there is benefit to traffic management

2. Reason for change / review

The proposals intend to allow a review of on-street parking and to implement pay & display where there is benefit to traffic management.

When considering the application of on street charges legislation (Road Traffic Act 1984, Section 45) directs that Authorities shall have regard for: -

- *the need for maintaining the free movement of traffic*, i.e. congestion management
- *the need for maintaining reasonable access to premises*, i.e. turnover and availability of on-street parking places
- *the extent to which off-street parking accommodation*, is available, i.e. promoting use of existing off-street car parks.

Any new scheme will consider:

1. Need - The busiest areas of our communities will be prioritised for review, for example town centre or seafront locations. These locations are more likely to be affected by congestion and recirculation of traffic looking for parking opportunities.

Where reviews are carried out there will normally be alternative off street parking opportunities, tariffs will be set to encourage the use of these for longer stays (over 1 hour).

2. Economy - The local economy will be considered when prioritising schemes. Busier and less-deprived communities will be prioritised and consideration will be given to the Deprivation Index for that area. Retail vacancy rates will be low (below national average), and not in significant decline. These locations are more likely to have more traffic and footfall needing improved management of traffic and parking.

3. Design - Areas that do not already have (or have very little) pay & display will be prioritised.

New schemes will focus on the conversion of existing limited waiting restrictions to pay & display, typically there will be no change to hours / days of operation, or maximum stay.

A free parking period (20 or 30 minutes) will be considered where appropriate to encourage shorter stays, high turnover and improve availability of parking opportunities in high street locations.

Cashless options (pay by phone / app) will be promoted and removal of physical machines will be considered where appropriate to minimise impact on pedestrians and streetscape whilst reducing capital installation costs and revenue maintenance costs.

In all schemes existing national exemptions for Blue Badge Holders would apply allowing free parking as close as possible to the blue badge holders destination. Along with Health & Care Worker permits for those delivering care to residents in central areas.

3. Aims / objectives, limitations and options going forwards (summary)

The parking charges review contributes to the effective management of traffic by:

- Encouraging turnover of on street parking to benefit businesses
- Enabling enforcement to be undertaken efficiently

- Encouraging longer term visitors to use off street car parks
- Encouraging those working in the town make more sustainable travel choices eg CarShare, Public Transport, Walking and Cycling

The success of the review will be monitored by the Traffic Management Team, informed by Member and customer feedback. Data from Civil Parking Enforcement will also be analysed to monitor compliance levels.

4. People affected, diversity profile and analysis of needs

Residents, local businesses, or visitors within / or visiting areas subject to on-street parking charges.

The review has equal impact across all population profiles and characteristics.

With exception of blue badge holders who will remain able to park without charge or time restriction in areas of Pay & Display.

5. Stakeholders, their interest and potential impacts

The review will affect local residents, visitors / shoppers, and local businesses.

The parking review contributes to the effective management of traffic by:

- Encouraging turnover of on street parking to benefit businesses
- Enabling enforcement to be undertaken efficiently
- Encouraging longer term visitors to use off street car parks
- Encouraging those working in the town make more sustainable travel choices eg CarShare, Public Transport, Walking and Cycling

Therefore the scheme should have a positive impact on reducing congestion, pollution, improving local air quality, and supporting local business.

6. Additional research used to inform this assessment

Benchmarking against relevant off-street charges has been conducted.

7. Description of consultation process and outcomes

If approved new schemes will be subject to the legal Traffic Regulation Order Advertising process, any comments and objections to the proposals will be considered before deciding whether schemes should be progressed, modified or abandoned. Notices will be placed at locations where new restrictions are being proposed and in the local press.

8. Equality analysis

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief. This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).
- The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

The parking charges review maintains the availability of affordable parking within key communities, ensuring financial impact is moderated with no charge increasing by more than 100%. Disabled Drivers are permitted to park within Pay & Display bays without charge.

Care Providers (for example medical professionals, social workers etc, including those employed by Devon County Council), typically benefit from an exemption to these restrictions when visiting clients in the community (full details here:

<https://new.devon.gov.uk/roadsandtransport/parking/parking-permits/exemptions-careworkers/>)

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
All residents (include generic equality provisions)	<p>Within <i>Pay & Display</i> areas the impact for all drivers is that payment will be required in bays that were previously "Limited waiting" where payment was not required.</p> <p>Cashless payment will promoted where appropriate requiring use of mobile telephone / app.</p>	<p>Within <i>Pay and Display</i> areas drivers will have improved access to on street parking provision for short term visits by improving turnover and encouraging those that wish to stay longer to use off street facilities.</p>
Age	The change does not affect any particular group specifically.	The change does not affect any particular group specifically.
Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of	Disabled Drivers will continue to need to display their blue badge when parking in areas of pay and display.	<p>Within areas of pay and display, disabled drivers are exempt from restrictions when displaying a blue badge.</p> <p>They will benefit from improved access due to increased turnover in areas of pay and display.</p>

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
disabled people	<p>Whilst provision of care from groups of medical professionals, social workers etc are normally covered by a general exemption to these restrictions (full details here: https://new.devon.gov.uk/roadsandtransport/parking/parking-permits/exemptions-careworkers/)</p> <p>The installation of pay & display machines can reduce footway widths, cashless payment will promoted where appropriate to minimise this impact.</p>	
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	The change does not affect any particular group specifically.	The change does not affect any particular group specifically.
Sex, gender and gender	The change does not affect any	The change does not affect any particular group specifically.

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	particular group specifically.	
Sexual orientation and marriage/civil partnership	The change does not affect any particular group specifically.	The change does not affect any particular group specifically.
Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban	<p>Within <i>Pay & Display</i> areas the impact for all drivers is that payment will be required in bays that were previously "Limited waiting" where payment was not required.</p> <p>The tariffs will be set to ensure stays of up to 1 hour are of low cost. Tariffs for longer stays will be</p>	None.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>How will the project / service / policy / activity:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
	<p>informed by near by City / District Borough car parks.</p>	

9. Human rights considerations:

The change does not affect any particular group specifically.

10. Supporting independence, wellbeing and resilience. Give consideration to the groups listed above and how they may have different needs:

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?

Within *Pay and Display* areas drivers will have improved access to on street parking provision for short term visits by improving turnover and encouraging those that wish to stay longer to use off street facilities.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

Within *Pay and Display* areas drivers will have improved access to on street parking provision for short term visits by improving turnover and encouraging those that wish to stay longer to use off street facilities. By encouraging drivers to use off street car parks for longer stays congestion and carbon emissions will be reduced, improving local air quality.

In what way can you help people to be connected, and involved in community activities?

Within *Pay and Display* areas drivers will have improved access to on street parking provision for short term visits by improving turnover and encouraging those that wish to stay longer to use off street facilities.

11. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
Planning Permission	
Environmental Impact Assessment	
Strategic Environmental Assessment	

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:	Additional pay & display machines will be needed in new schemes. Signing will also need to be replaced to reflect new restrictions.	Where possible the use of pay & display machines will be minimised with cashless payment options promoted. In some instances machines from existing schemes may be redeployed and reused in new areas.
Conserve and enhance wildlife:	There is no specific impact to this activity	There is no specific impact to this activity
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	There is no specific impact to this activity	There will be a positive impact on congestion which will improve public spaces.
Conserve and enhance Devon's cultural and historic heritage:	Additional pay & display machines will be needed in new schemes.	Where possible the use of pay & display machines will be minimised with cashless payment options promoted. In some instances machines from existing schemes may be redeployed and reused in new areas.
Minimise greenhouse gas emissions:	There is no specific impact to this activity	Implementation of pay & display schemes contributes to the effective management of traffic by: <ul style="list-style-type: none"> • Encouraging turnover of on street parking to benefit businesses • Enabling enforcement to be undertaken efficiently • Encouraging longer term visitors to use off street car parks • Encouraging those working in the town make more sustainable travel choices eg CarShare, Public Transport, Walking and Cycling

		Therefore the scheme should have a positive impact on reducing congestion, pollution and improving local air quality.
Minimise pollution (including air, land, water, light and noise):	There is no specific impact to this activity	Implementation of pay & display schemes contributes to the effective management of traffic by: <ul style="list-style-type: none"> • Encouraging turnover of on street parking to benefit businesses • Enabling enforcement to be undertaken efficiently • Encouraging longer term visitors to use off street car parks • Encouraging those working in the town make more sustainable travel choices eg CarShare, Public Transport, Walking and Cycling Therefore the scheme should have a positive impact on reducing congestion, pollution and improving local air quality.
Contribute to reducing water consumption:	There is no specific impact to this activity	There is no specific impact to this activity
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	There is no specific impact to this activity	There is no specific impact to this activity
Other (please state below):	N/A	N/A

12. Economic analysis

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	None	None
Impact on employment levels:	None	None
Impact on local business:	None	Implementation of pay & display schemes contributes to the effective management of traffic by: <ul style="list-style-type: none"> • Encouraging turnover of on street parking to benefit businesses • Enabling enforcement to be undertaken efficiently • Encouraging longer term visitors to use off street car parks Therefore, a positive impact on businesses is expected.

13. Describe and linkages or conflicts between social, environmental and economic impacts

(Combined Impacts):

No specific links

14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

Main benefits will be in regards of enhanced access to local parking for residents and short term visitors/shoppers, along with better management and reduced demand for parking on street.

15. How will impacts and actions be monitored?

The success of the review will be monitored by the Traffic Management Team, informed by Member and customer feedback. Data from Civil Parking Enforcement will also be analysed to monitor compliance levels.