

Budget Proposals 2013/14: Major Decision: Business Unit: Residents & Visitors Services (RVS) Replace Free Parking

Combined Impact Assessment: Full assessment (Part 2)

The council and its partners are facing a significant challenge in the savings it needs to make over the next couple of years. This Full Impact Assessment has been developed as a tool to enable business units to fully consider the impact of proposed major decisions on the community. As a council we need to ensure that we are able to deliver the savings that we need to make from the 1st April and be able to justify our decisions through any legal challenge.

This full assessment, combined with the initial review, will evidence that you have fully considered the impact of your proposed changes and carried out appropriate consultation on those changes with the key stakeholders. The Combined Impact Assessment will allow Councillors to make informed decisions as part of the decision-making process regarding the council's budget.

Name: Sue Cheriton

Position: Executive Head – Residents & Visitor Services

Business Unit: Residents & Visitor Services

Department: Streetscene

Date Commenced: November 2012

Date: January 2013

Summary from Overall Proposal

Proposals – Outline	Savings 2013/14		Implementation Cost Include brief outline + year incurred	Delivery In place 01/04/13 If earlier or later state date	Risks / impact of proposals <ul style="list-style-type: none"> Potential risks Impact on community Knock on impact to other agencies 	Type of decision*		
	Income £ 000's	Budget reduction £ 000's				Internal	Minor	Major
Replace free parking with pay and display parking in some areas	50		£10,000	1/4/13	<ul style="list-style-type: none"> Proposal to increase existing parking areas. 			X

Section 1: Purpose of the proposal/strategy/decision

No	Question	Details
1.	Clearly set out the purpose of the proposal	<p>Some coastal areas which currently have free parking such as Goodrington, Paignton and Meadfoot will now have pay and display parking.</p> <p>Goodrington 15 spaces, Preston 35 spaces, Meadfoot 40 spaces</p>
2.	Who is intended to benefit / who will be affected?	<p>The people who visit the facilities will be affected, this includes residents of Torbay, tourists and day visitors to the Bay.</p> <p>Some businesses in the area could also be affected if the charges reduce the number of visitors</p> <p>No churches will be affected</p>
3.	What is the intended outcome?	<p>Increased income from parking allowing re-investment into transportation.</p> <p>Income is ring fenced for transportation issues only and will primarily help towards funding concessionary fares for the over 60s</p>

Section 2: Equalities, Consultation and Engagement

Torbay Council has a moral obligation as well as a duty under the Equality Act 2010 to eliminate discrimination, promote good relations and advance equality of opportunity between people who share a protected characteristic and people who do not.

The **Equalities, Consultation and Engagement** section ensures that, as a council, we take into account the Public Sector Equality Duty at an early stage and provide evidence to ensure that we fully consider the impact of our decisions/proposals on the Torbay community.

Evidence, Consultation and Engagement

No	Question	Details
4.	Have you considered the available evidence?	<p>The areas are popular and surveys have shown that some long term parking takes place restricting parking for short stay visitors. Evidence from previous schemes show that drivers will pay for parking in areas of high demand.</p> <p>Civil Enforcement Officers have visited these sites and they can be used by camper vans staying for long periods of time or commuters taking up spaces for those that want to enjoy the local amenity area. Previous schemes such as Paignton Eastern Esplanade show an average of 2500 customers per week in an area which was used before as commuter parking.</p>
5.	How have you consulted on the proposal?	<p>No consultation to date, the implementation will require a formal advert and Traffic Regulation Order (TRO). Any objections to the TRO will have to be considered before implementation.</p> <p>TROs will be advertised for the scheme when designed</p>
6.	Outline the key findings	<p>Evidence from previous schemes demonstrates that it is likely the proposals will attract objections.</p>
7.	What amendments may be required as a result of the consultation?	<p>In considering the objections the Council could choose to alter the charges or the timings of charges.</p>

Positive and Negative Equality Impacts

No	Question	Details		
8.	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact	Neutral Impact
	All groups in society generally	Whilst charges are not popular they do promote the turnover of spaces.	People will have to pay to park in these areas	
	Older or younger people	Whilst charges are not popular they do promote the turnover of spaces.		No differential impact on this group
	People with caring responsibilities	Whilst charges are not popular they do promote the turnover of spaces.		No differential impact on this group
	People with a disability	The changes will include the provision of disabled spaces		Blue badge holders are exempt from the charge.
	Women or men	Whilst charges are not popular they do promote the turnover of spaces.		No differential impact on this group
	People who are black or from a minority ethnic background (BME)	Whilst charges are not popular they do promote the turnover of spaces.		No differential impact on this group
	Religion or belief (including lack of belief)	In some circumstances charges on Sunday do not apply – no impact on churches		No differential impact on this group
	People who are lesbian, gay or bisexual	Whilst charges are not popular they do promote the turnover of spaces.		No differential impact on this group
	People who are transgendered	Whilst charges are not popular they do promote the turnover of spaces.		No differential impact on this group.
	People who are in a marriage or civil partnership	Whilst charges are not popular they do promote the turnover of spaces.		No differential impact on this group

No	Question	Details	
	Women who are pregnant / on maternity leave	Whilst charges are not popular they do promote the turnover of spaces.	No differential impact on this group
	Socio-economic (including child poverty)		The charges may deter some individuals/families accessing these recreational areas. There will be on-street parking available however these may involve a longer walk to these areas.
9.	Is there scope for your proposal to eliminate discrimination, promote equality of opportunity and/or foster good relations?	Blue badge holders are exempt from the charges. There will be no impact on churches.	

Section 3: Steps required to manage the potential impacts identified

No	Action	Details
10.	Summarise any positive impacts and how they will be realised most effectively?	By introducing charges for parking this encourages a turnover of spaces meaning more people have an opportunity to park and access the area. Disabled parking provision will be provided and in some circumstances there will be no charges on a Sunday.
11.	Summarise any negative impacts and how these will be managed?	Charging for parking is never popular and often attracts negative publicity for the Bay. The reasons for charging needs to be clearly explained and the level of charges set carefully.

Section 4: Course of Action

No	Action	Details
12.	State a course of action	<p>Outcome 1: No major change required - EIA has not identified any potential for adverse impact in relation to equalities and all opportunities to promote equality have been taken.</p> <p>It is recommended that this proposal is implemented.</p>

Section 5: Monitoring and Action Plan

No	Action	Details
13.	Outline plans to monitor the actual impact of your proposals	<p>The proposals will be subject to formal advertisement and a 6 month review will be carried out which will be presented to the Transport Working Party.</p> <p>Information that will be included in the reviews is as follows:</p> <p>information on usage, tickets sold, feedback from customers, residents and areas where displacement parking has taken place.</p>

Action plan

No.	Action	Reason for action / contingency	Resources	Responsibility	Deadline date
1	Parking restrictions to be designed.	To ensure layout is safe and provides access.	Engineering Services	P Carney	Dec 2012
2	Formal advertisement and consideration of objections.	Statutory requirement	Parking Services	S Hurley	End March 2013
3	Implementation		Community and Events	P Carney	April/May 2013