

Budget Proposals 2012/13: Major Decision: Business Unit : Residents and Visitor Services (Parking Services)

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 and Visitor Services

Business Unit: Residents & Visitors Services

Department: Parking Services

Date: January 2012

Please see agenda item 5, page 4, proposal 1 & 2

Summary from Overall Proposal (Updated as required)

Proposals – Outline	Savings 2012/13		Implementation Cost Include brief outline + year incurred	Delivery In place 01/04/12 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
Additional on-street parking areas, commercial income opportunities and service reductions for the parking review	415	-	Implementation costs for projects including Pay on Exit development = £339k. this will be paid back over 10 years from Prudential borrowing allocation - £47k per annum	From 02/2012 if agreed early	<ul style="list-style-type: none"> ▪ Volatile market as relates to demand led service – could impact on income year on year ▪ Customer resistance to pricing policy and additional on street meters 			√
Re-structure parking of parking charges – on-street and off-street (subject to choosing Option C of the proposals)	600	-	This will reduce the number of tariff options available to customers across on street and off street parking areas. There are minimal cost relating to statutory 21 day advertising of parking structure changes and updating parking meter machines	02/2012	<ul style="list-style-type: none"> ▪ Customer resistance to pricing policy which will reduce number of tariff options available ▪ Loss of income due to alternative travel options being taken by customers ▪ Town Centre usage may be reduced ▪ Residents parking areas (CPZ's) may have to be extended ▪ May move demand to car parks from on street where there is ample capacity ▪ Visitors to area will be affected by pricing structure changes 			√

Stage 1: Purpose of the proposal

No	Question	Details
1.	Clearly set out the purpose of the proposal	<ul style="list-style-type: none"> • Additional on-street parking areas, commercial income opportunities and service reductions for the parking review . • Re-structure of parking charges – on-street and off-street. <p>Parking charges and the pricing have remained static for over four years. The pricing structure will be reviewed to reduce the number of tariff options which will improve turnover of spaces in areas of high demand, simplify charging tariffs across Torbay, introduce new commuter parking options, and removal of seasonality in charging enable greater investment in front line services and will encourage use of other forms of transport.</p>
2.	Who is intended to benefit?	<p>This will affect all users of the on-street and off-street parking facilities. This is likely to affect all car users who are resident in Torbay. In particular disabled people for the first time in Torbay. Although many areas charge the same parking fees for disabled drivers Torbay has not. This is due to concerns over more disabled drivers parking on double and single yellow lines to avoid charges.</p> <p>Commuters will have a better choice of parking based on demand. The proposals will also reduce the number of combinations of coins required for the new tariff structure. This is likely to encourage some users to use other forms of transport or walk when they are making short journeys.</p> <p>This will result in higher costs to the users of the service for allocating new chargeable areas, changes in the structure of tariffs, and changes to permit charging policy.</p>
3.	What is the intended outcome?	<p>The proposal to Review Parking Services is to maximise commercial income opportunities in the car park areas where space allows, to improve the management of parking in areas of high demand and encourage turnover of parking spaces in specific locations, rationalise the structure of charging and remove seasonal differences, and to provide commuter charged areas which are fair and affordable and provide income to be re-invested into frontline services.</p> <p>The proposal to change the pricing structure for on street and off street parking is intended to re-align the parking charge structure to enable it to be easier to use, will bring charging in line current costs which will generate additional funding to the increased need to improve the infrastructure and front line services. This proposal will also improve bus services through increased usage overall.</p>

Stage 2: Evidence, Consultation and Engagement

No	Question	Details
4.	Have you considered the available evidence?	<p>In designing the new pricing structure other towns locally have been considered and ensure that charging is comparable with the demand. The proposal is subject to a Traffic Regulation Order which allows local people and users to put their objections</p>

No	Question	Details																		
		forward before implementation of the scheme. Users have 21 days to object and these are considered by the Transport Working Party. The scheme has been consulted on and adjusted to take on board a number of the objections from residents. Different groups have been considered in particular those who live on streets where charging is applicable. The timings of these streets and the introduction of pay on exit in some locations are being considered.																		
5.	How have you consulted on the proposal?	<p>There is a formal legislative process in place where objections can be received. The proposal for increase on street parking has also been conducted in advance of making the proposal with the public through a number of channels.</p> <p>Please see below for details of the consultation activity carried out.</p>																		
6.	Who have you consulted with?	<p>There has been extensive consultation prior to the formal advertising process taking place, with general open public meetings being held on 5th September and 18th October and at public meetings held by all Community Partnerships in areas where additional meters were proposed as well as by inviting written objections. There were also two meetings held with a local trader group made up of businesses from Torquay and Paignton on charging structures. Wider public “budget consultation” events have taken place and a questionnaire completed.</p>																		
7.	How many people responded?	<p>In all there were 11 meetings held in respect of the Parking Review, where representations were made verbally, by telephone in advance and in writing. Some 38 individual responses were written in advance of the meetings, two petitions submitted and 8 verbal representations were made at the public meetings. Following the formal Traffic Regulation Order being advertised a further 38 group and individual objections were received. No objections were received on the parking structure charging proposals following the advertising of this at all on-street and off street parking areas.</p>																		
8.	Outline the key findings?	<p>A full breakdown of the initial objections can be viewed on the minutes/reports of the 5th September and 18th October's Transport Working Party, which are further summarised in the Parking Review Report to Council on 31st October 2011. Following the advertising of the formal Traffic Regulation Orders a report was submitted to the Transport Working Party and can be reviewed on that agenda published for the meeting of 5th January 2012. There were a number of concerns raised including affordability, the impact on local residents, businesses and key workers in commuter areas. The proposals were adjusted to take into account some of those concerns raised.</p> <p>Public meetings:</p> <p><u>Would you support a proposal to increase the number of On Street Pay and Display Parking Areas? (£566k)</u></p> <table border="1" data-bbox="539 1209 2074 1329"> <thead> <tr> <th data-bbox="539 1209 999 1249"></th> <th colspan="2" data-bbox="999 1209 1487 1249">Yes</th> <th colspan="2" data-bbox="1487 1209 1975 1249">No</th> <th data-bbox="1975 1209 2074 1249"></th> </tr> <tr> <th data-bbox="539 1249 999 1294">Venue</th> <th data-bbox="999 1249 1288 1294">Count</th> <th data-bbox="1288 1249 1487 1294">%</th> <th data-bbox="1487 1249 1776 1294">Count</th> <th data-bbox="1776 1249 1975 1294">%</th> <th data-bbox="1975 1249 2074 1294"></th> </tr> </thead> <tbody> <tr> <td data-bbox="539 1294 999 1329">Westlands</td> <td data-bbox="999 1294 1288 1329">6</td> <td data-bbox="1288 1294 1487 1329">55%</td> <td data-bbox="1487 1294 1776 1329">5</td> <td data-bbox="1776 1294 1975 1329">45%</td> <td data-bbox="1975 1294 2074 1329">11</td> </tr> </tbody> </table>		Yes		No			Venue	Count	%	Count	%		Westlands	6	55%	5	45%	11
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No	Question	Details					
		T.C.C	10	53%	9	47%	19
		Paignton	9	39%	14	61%	23
		Dunboyne	4	57%	3	43%	7
		Total	29	48%	31	52%	60
9.	What amendments may be required as a result of the consultation?	<p>As a result of the consultation, changes have been made through both stages of the informal and formal consultation process of the parking review. They reflect the following:</p> <ul style="list-style-type: none"> ▪ Secondary Shopping areas were removed from the pay and display scheme to ensure in the current economic climate traders could sustain their businesses. ▪ Those areas where cost of infrastructure would not justify charging were removed. ▪ Residential areas were withdrawn and adjusted or Controlled Parking Zones proposed to protect those living in some of the affected streets. ▪ A delay in implementation of some schemes where a wider review of a whole area and impacts considered applied. ▪ There were amendments to lengths of stays in some areas and free days like Sunday's where there were significant church users expected for example. 					
10.	How will the results be published?	<p>The consultees will be able to review the results and outcome of the consultation in the Reports submitted to Council on 31st October and at the Transport Working Party on 5th January. These will be published on the web site. Individuals requesting specific feedback will be formally written to follow the consideration of all objections.</p>					

Stage 3: Impact Assessment

No	Question	Details	
11.	Identify the potential positive and negative impacts on specific groups		
		Positive Impact	Negative Impact
	All groups in society generally	<ul style="list-style-type: none"> ▪ Better access to spaces where the turnover of users is increased. Additional longer term parking available to commuters and beach users. ▪ Residents will be able to park more easily where Controlled Parking Zones (CPZ's) will be implemented in 	<ul style="list-style-type: none"> ▪ Higher costs for short stays due to the change in the structure of the tariffs ▪ Potential increase of congestion at Torquay Seafront due to removal of parking free periods for at rush hour times ▪ Additional charging areas for on street parking close to

No	Question	Details	
		<p>response to implementing parking meters.</p> <ul style="list-style-type: none"> ▪ Increase in loading bay or free short term parking spaces for those wishing to stop for less than 5 minutes in hotel areas ▪ Less confusing pricing structure with limited coin requirements ▪ Options for Pay on Exit facilities being considered ▪ Potential moves to greater use of public transport offering enhanced service overtime and improvements to the environment ▪ Improved parking available to motorbike users 	town centres and shopping areas for visitors
Older or younger people	N/A		<ul style="list-style-type: none"> ▪ Free access to seafront areas may restrict use by older more infirmed people on low incomes
People with caring responsibilities	N/A		
People with a disability		<ul style="list-style-type: none"> ▪ Parking will remain free in all Council car parks for Disabled badge holders, which is a better position than many other authority areas. 	<ul style="list-style-type: none"> • Disabled drivers will be adversely affected in Torbay. However this is in line with other authority areas who already charge disabled drivers parking fees. Torbay has a higher level of Blue Badge parking permit holders than other areas with currently 8,000 users (5000 severely disabled). The cost proposed (£20 per Blue Badge parking permit issued to cover administration fees) will still be significantly lower than in neighbouring authority areas.
Women or men	N/A		N/A
People who are black or from a minority ethnic background (BME)	N/A		N/A
These groups are equally affected	N/A		N/A
People who are lesbian, gay or bisexual	N/A		N/A
People who are transgendered	N/A		N/A
People who are in a	N/A		N/A

No	Question	Details	
	marriage or civil partnership		
	Women who are pregnant / on maternity leave	N/A	N/A
	Socio-economic considerations	Action has been taken, since the consultation activity began, to remove secondary shopping areas to help to sustain local businesses. There have also been amendments to the length of stays in some areas, and free days (i.e. Sundays) have been introduced.	N/A
12.	What are the impacts of your proposals to other agencies?	N/A	
13.	Does your proposal link to other decisions you are making?	Both options Parking Review and Review of Parking Pricing Structure have been concluded with reference to both proposals to ensure minimising the impact where possible is achieved across Torbay.	
14.	Is there scope for your proposal to eliminate discrimination, promote equality of opportunity and/or foster good relations?	Further to the consultation activity carried out the proposal has been amended. Secondary shopping areas were removed from the on-street pay and display scheme to ensure that in the current economic climate traders could sustain their businesses. There were also amendments to lengths of stays in some areas and free days (i.e. Sundays) where there were significant church users expected. The proposal brings Torbay in line with other Local Authorities who also charge an administration fee to issue Blue Badge parking permits.	

Stage 4: Course of Action

No	Action	Details
15.	State a course of action	Outcome 2: Adjustments to remove barriers – Action has been taken, since the consultation activity began, to remove secondary shopping areas to help to sustain local businesses. There have also been amendments to the length of stays in some areas, and free days (i.e. Sundays) have been introduced.
16.	Identify any plans to alleviate any negative impacts	Work has already been undertaken to alleviate negative impacts – please see section 14 and 15 above

Stage 5: Monitoring

No	Action	Details
17.	Outline plans to monitor	This proposal will be monitored, once introduced, via the following:

	the actual impact of proposals	<ul style="list-style-type: none"> ▪ Parking Enforcement (I.e. the levels of enforcement notices issued and monitor any increases of parking on double yellow lines) ▪ Increases in Parking Income ▪ Customer feedback & complaints
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COMBINED IMPACT ASSESSMENT (PARTS 1 & 2) NEEDS TO BE SENT TO THE BUSINESS SERVICES TEAM FOR QUALITY ASSURANCE. IT WILL THEN BE SENT TO THE FINANCE BOARD AND USED AS PART OF THE DECISION MAKING PROCESS BY COUNCILLORS.

Notes:

- *The Equality Duty needs to be an integral part of the decision making process. Decision makers must consider what information he/she has and what further information may be needed in order to give proper consideration to the Equality Duty.*
- *Commissioned services – No delegation. Public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it and that they do so in practice.*

Action plan / mitigating actions

Please detail below any actions / mitigating actions you need to take: -

No.	Action	Reason for action / mitigating action	Responsibility	Deadline date
1	Transportation Working Party Meeting – 05/09/11	Open public meeting to be held	Sue Cheriton	5 th September 2011 - Complete
2	Transportation Working Party Meeting – 18/0/11	Open public meeting to be held	Sue Cheriton	18 th October 2011 – Complete
3	Full Council meeting – 31/10/11	Full Council decision on proposals required	Sue Cheriton	31 st October 2011 – Complete
4	Transportation Working Party Meeting – 05/01/12	To consider objections made by the general public	Sue Cheriton	5 th January 2012 - Complete
5	Full implementation of price policy structure changes increases by 1 st January 2012	Price structure changes to be in place	Sue Cheriton	1 st January 2012 – Complete
6				