



Section 4

Equality Analysis Toolkit

Pay and display introduction
For Decision Making Items

November 2018

Question 1 - What is the nature of and are the key components of the proposal being presented?

Increased roll out of pay and display across Lancashire

Question 2 – Scope of the Proposal

Is the proposal likely to affect people across the county in a similar way or are specific areas likely to be affected – e.g. are a set number of branches/sites to be affected?

Countywide

Question 3 – Protected Characteristics Potentially Affected

Could the proposal have a particular impact on any group of individuals sharing protected characteristics under the Equality Act 2010, namely:

- Age
- Disability including Deaf people
- Gender reassignment
- Pregnancy and maternity
- Race/ethnicity/nationality
- Religion or belief
- Sex/gender
- Sexual orientation
- Marriage or Civil Partnership Status

And what information is available about these groups in the County's population or as service users/customers?

It may have a perceived impact on Age, Disability & Pregnancy protected characteristics groups who may view this as making it more difficult to park close to facilities they wish to use or visit. The impact will vary in the different locations where pay and display spaces are introduced.

Across Lancashire, information from the 2011 Census indicates that 18% of Lancashire residents are aged 65 and over – there are

variations across the country from 25% of residents in Wyre and 24% of residents in Fylde being in this age group to 14% of Preston residents.

There was not a direct disability question in the Census, but 9.8% of the Lancashire population said that their day to day activities were limited a lot by a disability or health condition and 10.2% of the population said their day to day activities were limited a little. Wyre has a greater percentage of residents whose day to day activities were limited by a disability or health condition whilst Ribble Valley had the lowest percentage across the county.

78% of households in Lancashire have at least one car or van available to them – the greatest percentages of car/van availability were in Ribble Valley and South Ribble whilst the lowest percentages of households with a car/van available were in Burnley and Preston.

Question 4 – Engagement/Consultation

How have people/groups been involved in or engaged with in developing this proposal?

No, however prior to the introduction of any new pay and display bays the standard statutory consultations for TROs would be undertaken.

Question 5 – Analysing Impact

Could this proposal potentially disadvantage particular groups sharing protected characteristics and if so which groups and in what way? This pays particular attention to the general aims of the Public Sector Equality Duty:

- To eliminate unlawful discrimination, harassment or victimisation because of protected characteristics;
- To advance equality of opportunity for those who share protected characteristics;

- To encourage people who share a relevant protected characteristic to participate in public life;
- To contribute to fostering good relations between those who share a relevant protected characteristic and those who do not/community cohesion;

The proposal aims, in the majority of instances, to convert existing limited waiting parking bays into pay and display bays. Limited waiting by its very nature is more open to misuse than pay and display, and difficult to enforce. Pay and display secures greater public adherence to the rules and is easier to monitor with enforcement officers. These changes would promote greater vehicle turnover and an increased chance of users getting a space.

Question 6 –Combined/Cumulative Effect

Could the effects of this proposal combine with other factors or decisions taken at local or national level to exacerbate the impact on any groups?

None anticipated.

Question 7 – Identifying Initial Results of Your Analysis

As a result of the analysis has the original proposal been changed/amended, if so please describe.

We will be continuing with the proposal at this stage. However any representations/objections or feedback during the statutory TRO consultation will be considered. Any objections will require cabinet approval prior to the introduction of any changes.

Question 8 - Mitigation

Will any steps be taken to mitigate/reduce any potential adverse effects of the proposal?

Whilst there is a perceived adverse effect by requiring motorists to pay for parking the benefits of reduced abuse and increased chance of finding a space mitigates this effect. Overstaying the maximum period of stay is a common occurrence on limited waiting which is more effectively managed out with pay and display, furthermore Blue badge holders are able to park for unlimited periods on limited waiting bays and will continue to receive this benefit in a pay and display regime. There is no fee or time limit for blue badge holders in pay and display bays.

Question 9 – Balancing the Proposal/Countervailing Factors

This weighs up the reasons for the proposal – e.g. need for budget savings; damaging effects of not taking forward the proposal at this time – against the findings of the analysis.

The introduction of pay and display parking will generate income that will be offset against the cost of enforcement and contribute to the highways budget. By promoting the turnover of parking there will be more effective and efficient use of kerb side space which will benefit local services and businesses. Charges will be comparable to off street parking rates for the locality and reflect any additional convenience they afford.

Question 10 – Final Proposal

In summary, what is the final proposal and which groups may be affected and how?

Increased roll out of pay and display across Lancashire.

Question 11 – Review and Monitoring Arrangements

What arrangements will be put in place to review and monitor the effects of this proposal?

Any new machine will provide usage information which will be considered alongside any complaints and feedback that is received.

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Position/Role Regulation and Enforcement Manager

Equality Analysis Endorsed by Line Manager Michael White

Decision Signed Off By

Cabinet Member or Director

For further information please contact

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