

## Equality Impact Assessment Form

### 1. Document Control

#### 1. Control Details

Title:	Removal of 30 minute Parking Tariff in Zone 1
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Strategic Budget EIA: Y/N	N
Exempt from publication Y/N	N

#### 2. Document Amendment Record

Version	Author	Date	Approved
190925v0.1	Usman Aziz	25/09/19	
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#### 3. Contributors/Reviewers

Name	Position	Date
Usman Aziz	Project Support Officer	25.09.19
Heather Owden	Project Support Officer	19.06.19
Matt Ralfe	Innovation & Change Manager	25/09/19
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#### 4. Glossary of Terms

Term	Description

## 2. Assessment

### 1. Brief description of proposal / policy / service being assessed

Parking Services are responsible for management of the free flow of traffic on the highway. Nottingham City Council aim to ensure this flow of traffic by encouraging predominantly short stay parking on street. Reviews of parking both in the City and the neighbourhoods show that many roads are being used by commuters parking throughout the day. Inexpensive On-street parking is encouraging commuters to make use of these spaces as a cheaper alternative to using Public Transport, walking, cycling, park and ride or using off-street car parks.

In addition to this, Parking Services needs to address complaints from customers. Complaints have been received regarding the pricing structure associated with the evening tariff

There is currently a 30 minute tariff in Zone 1 which cannot be used for anything other than parking for under 30 minutes parking. It cannot be tagged to hours parking for instance for 90 minutes parking

Customers who misread the tariff structure pay for a number of hours plus 30 minutes which is not permitted and then park for longer than payment allows

This results in complaints where the tariffs have been misunderstood. The tariffs notices have been reworded but the issue has not been resolved.

It is intended that giving removing this option will resolve the issue, preventing the issue of Penalty Charge notices being issued to customers

**2. Information used to analyse the effects on equality:**

Nottingham City Council Parking Teams' knowledge and analysis of parking in Nottingham. Receipt of complaints in relation to this issue

**3. Impacts and Actions:**

	Could particularly benefit	May adversely impact X
People from different ethnic groups.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Men	<input type="checkbox"/>	<input type="checkbox"/>
Women	<input type="checkbox"/>	<input type="checkbox"/>
Trans	<input type="checkbox"/>	<input type="checkbox"/>
<u>Disabled people or carers.</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Pregnancy/ Maternity</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
People of different faiths/ beliefs and those with none.	<input type="checkbox"/>	<input type="checkbox"/>
Lesbian, gay or bisexual people.	<input type="checkbox"/>	<input type="checkbox"/>
<u>Older</u>	<input type="checkbox"/>	<input type="checkbox"/>
Younger	<input type="checkbox"/>	<input type="checkbox"/>
Low Income Households	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Other (e.g. marriage/ civil partnership, looked after children, cohesion/ good relations, vulnerable children/ adults).	<input type="checkbox"/>	<input type="checkbox"/>

***Please underline the group(s) /issue more adversely affected or which benefits.***

<b>How different groups could be affected</b> (Summary of impacts)	<b>Details of actions to reduce negative or increase positive impact</b> (or why action isn't possible)
<p><b>Different Ethnic Groups</b></p> <p>It may be difficult for those whose first language is not English to understand that a parking charge has been changed.</p> <p>Visitors to the UK, being unfamiliar with the area are likely to be more diligent in checking the local parking requirements before parking up.</p>	<p>To have obtained a UK licence, a certain level of English would be required</p> <p>In all areas where NCC charge for parking, a cashless option is available which offers a number of languages, so the customer can be clear on the charges before paying and choosing to pay the costs</p>
<p><b>Gender</b></p> <p>We have no reason to believe that an increase in the On-Street Tariffs would have a detrimental effect on people on account of their gender.</p>	<ul style="list-style-type: none"> <li>• None required</li> </ul>
<p><b>Trans, lesbian, gay or bisexual</b></p> <p>We have no reason to believe that an increase in the On-Street</p>	<ul style="list-style-type: none"> <li>• None required</li> </ul>

<p>Tariffs would have a detrimental effect people on account of their sexual orientation.</p>	
<p><b>Pregnancy/Maternity</b></p> <p>We have no reason to believe that an increase in the On-Street Tariffs would have a detrimental effect on people on account of pregnancy or maternity.</p> <p>The availability of more spaces within these short stay bays would negate the need for pregnant women and those with small children to walk longer distances to the location they need to visit as spaces closer may become available.</p>	<ul style="list-style-type: none"> <li>• None required</li> </ul>
<p><b>Disabled People</b></p> <p>Blue Badge Holders will continue to be able to park free in all on street parking bays. They may also be able to park closer to the location they are visiting with more spaces becoming free for short/medium-term parkers. This will be particularly useful for individuals with mobility issues since travelling to shops and appointments will become easier and less awkward.</p> <p>We do not believe there will be a disproportionate impact on individuals with other disabilities.</p> <p>Those with very limiting mobility issues are likely to have qualified for a Blue Badge. Others with mobility issues could apply for a Personal Independence Payment under the mobility part. For those who are deemed as having mobility issues which warrant some financial assistance, will be able to obtain help through one of these schemes.. Unfortunately, there will be some who 'fall' between the gaps of the awards.</p>	<ul style="list-style-type: none"> <li>• Parking remains free of charge for Blue Badge Holders.</li> <li>• Whilst long term parkers (commuters) continue to take up spaces for the best part of the day, there is less chance of those with mobility issues (Blue Badge holders or not), being able to find a parking spaces exactly where they want it. Parking, managed through the pricing structure, is likely to increase the chances of being able to park closer to their intended destination, which may be something they are currently unable to do.</li> <li>• It has been agreed that we refer to DIG, DDMs which are in respect of cashless parking areas, which zone 1-3 are not as, payment can also be made using a pay and display machine.</li> </ul>

<p>The Council needs to be encouraging <b>all</b> car users to consider their use of transport and if they currently use a vehicle to consider public transport as an alternative. Nottingham City has the most disability friendly public transport services in the UK with NCTs buses accommodating wheelchairs and most types of motor-scooters, and Journey Assistance Cards to give additional information in the drive to help those with disabilities.</p>	<ul style="list-style-type: none"> <li>• Nottingham City has the most disability friendly public transport services in the UK with Nottingham City Transport buses accommodating wheelchairs and most types of motor-scooters, and Journey Assistance Cards to give additional information in the drive to help those with disabilities.</li> </ul>
<p><b>People of different faiths or beliefs</b></p> <p>We have no reason to believe that an increase in the On-Street Tariffs would have any effect on people on account of their faith or beliefs.</p>	<ul style="list-style-type: none"> <li>• None required</li> </ul>
<p><b>Older People</b></p> <p>We have no reason to believe that an increase in the on street tariffs would have any detrimental effect on older people. There may be a slight negative impact on the elderly individuals that fall within the low income group however, this will be addressed in the next section.</p> <p>It is possible that they benefit from the increase in the on street tariffs since spaces closer to the location they wish to visit will become available thus meaning they would have to walk less.</p>	<ul style="list-style-type: none"> <li>• None required</li> </ul>
<p><b>Low Income Groups</b></p> <p>There is a possibility that the increase in on-street tariffs may affect low income groups such as:</p> <ul style="list-style-type: none"> <li>- Students</li> <li>- Unemployed</li> <li>- Older people</li> </ul>	<ul style="list-style-type: none"> <li>• A promotion of Public Transport prices and offers</li> <li>• Cashless parking which makes purchasing passes/tickets easier and environmentally friendly, since it is paperless.</li> </ul>

<p>- Low income households</p> <p>This increase could result in it becoming harder for this demographic to afford to park for short/medium-term. Whilst this may no longer become cost efficient for this demographic it will encourage the use of Public Transport which is reasonably priced.</p>	
<p><b>Younger People</b></p> <p>We have no reason to believe that an increase in the On-Street Tariffs would have any detrimental effect on younger people.</p>	<ul style="list-style-type: none"> <li>• None required</li> </ul>

**4. Outcome(s) of equality impact assessment:**

<input checked="" type="checkbox"/>	No major change needed	<input type="checkbox"/>	Adjust the policy/proposal
<input type="checkbox"/>	Adverse impact but continue	<input type="checkbox"/>	Stop and remove the policy/proposal

**5. Arrangements for future monitoring of equality impact of this proposal / policy / service:**

<ul style="list-style-type: none"> <li>• Attendance at Disability Involvement Group meetings</li> <li>• On-street surveys</li> <li>• Engagement with customers through the Have Your Say function, Twitter, emails, phone calls, etc.</li> <li>• Consultation will be undertaken on each parking scheme and the effects on equality will be reassessed at each point.</li> </ul>
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**6. Approved by (manager signature) and Date sent to equality team for publishing:**

<p><b>Approving Manager: Karen Day, Parking Manager</b> <b>tel:8764682</b> <b>karen.day@nottinghamcity.gov.uk</b></p> <p>The assessment must be approved by the manager responsible for the service/proposal. Include a contact tel &amp; email to allow citizen/stakeholder feedback on proposals.</p>	<p><b>Date sent for scrutiny: 25<sup>th</sup> September 2019</b> Send document or Link to: <u><a href="mailto:equalityanddiversityteam@nottinghamcity.gov.uk">equalityanddiversityteam@nottinghamcity.gov.uk</a></u></p>
<p><b>SRO Approval:</b></p>	<p><b>Date of final approval:</b></p>

<p><b>Before you send your EIA to the Equality and Community Relations Team for scrutiny, have you:</b></p> <ol style="list-style-type: none"><li>1. Read the guidance and good practice EIA's <a href="http://intranet.nottinghamcity.gov.uk/media/1924/simple-guide-to-eia.doc">http://intranet.nottinghamcity.gov.uk/media/1924/simple-guide-to-eia.doc</a></li><li>2. Clearly summarised your proposal/ policy/ service to be assessed.</li><li>3. Hyperlinked to the appropriate documents.</li><li>4. Written in clear user-friendly language, free from all jargon (spelling out acronyms).</li><li>5. Included appropriate data.</li><li>6. Consulted the relevant groups or citizens or stated clearly, when this is going to happen.</li><li>7. Clearly cross-referenced your impacts with SMART actions.</li></ol>
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