

# Integrated Impact Assessment (IIA)

## Informing our approach to fairness

<b>Name of proposals</b>	Parking Services – Review of customer offer
<b>Date of assessment</b>	October 2018
<b>Lead officer</b>	Craig Mordue
<b>Assessment team</b>	Russell Nelson, Steven Foster, Lee Thompson, Paul Lant
<b>Planned review date</b>	June 2019

### Version control

<b>Version</b>	2
<b>Date</b>	February 2019
<b>Replaces version</b>	1

This is our assessment of the potential equality and other impacts of this 2019-20 proposal, based on the available evidence. We reviewed this assessment following consultation to consider comments and information from all stakeholders, research or new and emerging policy or announcements.

This is the ninth year of austerity and Government-imposed funding cuts. Coupled with unfunded cost pressures, like increasing demand for services and inflation, this has resulted in us needing to achieve savings of £267 million over the last eight years.

Our financial position remains challenging and we need to save a further £16.9 million in 2019-20.

The following proposal is put forward within this context and should be read in conjunction with 'Shaping our future together: Our medium-term plan 2019-20 to 2021-22'. This explains how we are responding to the continuing financial challenge, setting out our plans for the three years.

## **Section A: Current service**

### **1. What does the service / function / policy do?**

Parking Services is within the Operations and Regulatory Services Directorate and provides a number of key services to support the city. Our priority is to provide a high-quality parking service that meets the needs of residents, businesses, visitors and staff.

Parking Services is split into the following operational areas:

- Car Parking Infrastructure – Regulating the parking charges to help manage the highway network and demand for car parking, managing on-street parking and off-street car parks.
- Parking/bus lane enforcement and Notice Processing.
- Administration of resident parking schemes.
- Shopmobility – providing access to the city centre amenities for those persons with reduced mobility.
- Travel Office – Provision of a range of sustainable travel initiatives for staff to support personal and business needs.
- Monitoring and enforcement of the Blue Badge scheme.

### **2. Who do you deliver this service for?**

The service helps provide parking for several stakeholders across the city. This includes residents, businesses, shoppers and other visitors attracted to the city.

The service supports those residents with mobility problems who use our Shopmobility scheme to facilitate their access to the city centre.

### **3. Do you have any statutory requirements?**

There is a statutory requirement to allow Blue Badge holder to park free of charge in on-street pay and display bays. This proposal within this IIA relates to off-street parking which is outside the scope of the Blue Badge scheme.

Whilst there is no statutory requirement to introduce parking charges for Blue Badge holders in off street car parks, in order for us to implement this, a legal process is required. A traffic regulation order must be introduced under provisions contained under the Road Traffic Regulation Act.

We also have a duty under the Equality Act to ensure that our buildings are accessible to all members of the public.

There is no statutory requirement for us to operate a Shopmobility Service.

There is no statutory requirement for us to provide unrestricted 24-hour car parking within multi-storey car parks.

#### 4. How much do you spend on this service?

Gross expenditure	Gross income	Net budget	Capital projects
£7,443,460	(£16,001,800)	(£8,558,340)	£0

Budget figures above include all of Parking Services, with the exception of the bus lane team.

#### 5. What workforce delivers this service?

Posts	FTEs	Comments
105	102.84	Figures include all Parking Services staff with the exception of the bus lane team.

### Section B: Change proposal

#### 1. What is the proposal to change the service?

This IIA reviews:

1. The Blue Badge parking charges in council-operated car parks,
2. Grainger Town multi-storey car park opening hours and;
3. Shopmobility opening hours and car parking provision.

#### Proposal 1 – Introduction of charges for Blue Badge holders in council-operated off-street car parks

##### Background

There are over 10,000 Blue Badge holders in the city with similar numbers across each of the Tyne and Wear authorities. This is a national scheme for on street parking which offers those persons who are disabled and have severe mobility problems priority to park close to their destination. The criteria for blue badge eligibility is set nationally and is not something the City Council can influence. The national scheme sets out that any applicant must have a permanent and substantial disability.

Through legislation, the scheme allows for all badge holders to park free of charge on the public highway. This includes all pay and display bays, dedicated disabled parking bays and on yellow lines for up to 3 hours, unless a ban on loading or unloading is in force.

Whilst not a statutory requirement Parking Services also allows badge holders to park in resident permit parking zones to improve accessibility across a number of restricted parking areas.

We also currently offer extended free parking in our off street and multi-storey car parks. This is not a legislative requirement. Most private sector operators charge Blue Badge holders on the same basis as other customers. We estimate that 65% of Blue Badge holders who use Newcastle car parks are residents of other council areas.

As part of the car park management, we dedicate around 6% of bays to disabled parking on a car park by car park basis. These bays are generally located close to entrances and exits and in close proximity to amenities.

In car parks, some Blue Badge holders may need to use the accessible disabled spaces, whilst other Blue Badge holders may still be able to park in a standard width pay and display bay. Currently this is free whilst the Blue Badge is on display.

During peak times there is more demand for Blue Badge parking, particularly near the busy Eldon Square shopping centre. Surveys show that at busy times there can be more Blue Badge holders in the car park than dedicated disabled bays. From 30 October 2018 – 26 November 2018, surveys were carried out across 2 MSCPs and 4 main car parks. This showed that on a regular basis there were more blue badge holders in the car park than there were allocated disabled bays. This means there are competing demands for the remaining pay and display bays which leads to congestion, air quality and affects the city centre economy. Please see Appendix 1 for a daily breakdown. Eldon Square MSCP in particular is regularly at or near capacity. It is evident that during peak times, some Blue Badge holders are parking within pay and display parking bays. Eldon Square MSCP had in excess of blue badge holders over disabled bays in the car park on 32 visits out of 46 with there being in excess of 10 or more additional blue badge holders than disabled bays on 9 occasions. One day had 55 blue badge holders in the car park (over 20 more than the 33 bays)

Some car parks such as St James Metro are often close to the maximum capacity, with most days the number of Blue Badge holders in the car park exceeding the number of disabled bays.

Car parks, such as Quayside MSCP and Dean Street MSCP, see less demand from Blue Badge holders owing to their geographical location, topography and wider highway layout. The “Alive After 5” initiative allows for free parking in our multi-storey car parks (MSCPs) after 5pm Monday to Saturday for all visitors. This is where our largest concentration of fully accessible disabled bays are located. There are no current proposals to amend the Alive After 5 offer.

The statistics also show that Blue Badge holders are staying longer than a pay and display vehicle. Whilst it is accepted that this may be due to their mobility for some people, it means there is less turnover of available bays.

### **Proposal**

It is proposed to introduce charges for Blue Badge holders in our surface and multi-storey car parks to help balance the demand in some locations, particularly where there is a high concentration of shops and amenities. This will also help address potential displacement to other areas.

Through the general provisions of the Blue Badge scheme all 2,000 city centre on street parking spaces will remain free of charge to Blue Badge holders, as will the approximate total of 100 on street disabled parking spaces. Parking will also remain free on yellow lines for 3 hours. The Council will monitor the impact any displacement has on the public highway

In recognition that it can take Blue Badge holders longer to shop or get to their final destination it is proposed to offer a 1-hour free grace period at the end of their paid parking expiry time. This will ensure that badge holders are not paying higher charges as a result of their mobility and are given additional time to return to their vehicle.

Where car parks have a maximum stay period, Blue Badge holders will still be allocated an additional 1-hour grace period.

The proposed changes are subject to statutory process and new traffic regulation orders. Our cancellation procedure for penalty charge notice appeals will be updated to offer further support for badge holders unfamiliar with the parking restrictions. In addition, the policy will be amended to allow for 3 cancellations in any single 12-month period for not having a blue badge on display. This is a more flexible and supportive approach than the current arrangement of one single cancellation for Blue Badge holders who fail to display their Blue Badge.

We will review the existing arrangements for ticket machines to ensure that these are fully accessible are actively working with the Newcastle Disability Forum in this regard. Demand will be monitored and a review of the numbers of spaces along with the disabled parking awards (DPA) will be undertaken on an annual basis. The DPA is an independent assessment of our car parks that recognises they are fully accessible for those persons with disabilities.

During the consultation, several responses highlighted that blue badge holders are on low income. The eligibility for a blue badge is not means tested and it is difficult to evaluate each badge holder's personal circumstances.

Newcastle City Council regularly observes and prosecutes against Blue Badge misuse. Over the last 5 years, the Council has regularly been in the top 10 Local Authorities in the country. We will continue to enforce against misuse.

It is estimated that this will generate a further **£90,000** annually.

## **Proposal 2 – Overnight closure of Grainger Town MSCP between midnight and 6am**

### **Background**

We provide a number of multi-storey car parks across the city that provide safe and secure parking for visitors. All the car parks close at various points during the evening, with the exception of Grainger Town MSCP, which is open 24 hours a day, 364 days a year (closed on 25 December only).

The reason for the 24-hour opening time is to allow nearby residents access to their parking spaces as per the existing lease arrangements which were agreed during 2007. The lease comprises of 76 of the 433 car parking spaces within the car park.

The charging periods for Grainger Town MSCP are:

Monday to Saturday 8am – 5pm

Sunday 8am – 6pm

Outside of these hours car parking is free of charge.

### **Proposal**

The proposal is to close Grainger Town MSCP between the hours of midnight and 6am.

Unrestricted access will be retained for the leaseholders by way of a fob access to the car park. A similar arrangement was introduced at Quayside MSCP (relating to businesses) 3 years ago and this has worked well without complaint or incident.

There is a call out arrangement currently in place in the event of a driver requiring their car to be removed from the car park for an emergency when the car park is closed.

Experience has shown that the car parks are quieter in the period midnight to 6am. A recent survey of Grainger Town MSCP has shown that on a typical weekday, 17 cars accessed the car park between midnight and 6am with 29 cars leaving the car park during this time period.

On a typical weekend night, between 11-17 cars accessed the car park with around 86-95 cars leaving the car park during this period. This included permit holders who would be eligible for an access fob under the new arrangements.

A further survey was carried out on a typical Saturday evening in October which showed that no cars entered the car park between midnight and 6am with around 59 cars leaving the car park during this period. Two residents left the car park during the same period.

A review and replacement of existing signage will be undertaken to ensure drivers are fully aware of any changes to the revised opening times. This will include new digital sign at the entrance similar to other MSCPs. We will also write to all residents who are eligible for a fob via the management company of City Quadrant so they are aware of the revised opening hours in advance of the changes being introduced. We will also liaise with the adjacent Holiday Inn hotel to help manage customer parking and ensure all customers are aware of the opening hours. We will also work with the concierge of City Quadrant and with the hotel to ensure spare fobs are available in cases of emergency.

The car park will continue to be free between 5pm-8am (Mon-Sat) and from 6pm on a Sunday. Drivers will therefore be able to leave their car overnight free of charge but will be restricted as to when it can be recovered. The charges do not apply until 8am in the morning leaving adequate time for drivers to be able to make arrangement to recover their vehicle. They are also able to pay remotely using the PaybyPhone service should they wish to leave their car in the car park beyond 8am or they can insert coins into any of the pay and display machines in the car park for paid parking beyond 8am the following day.

We currently operate a total of 7 multi-storey car parks with all car parks (except Grainger Town) closing between 10pm and midnight, until 7am the following morning. This applies Monday-Saturday.

Eldon Square, Eldon Garden and Manors close at 6pm on a Sunday.

This arrangement has been in place a number of years and there have been no concerns raised by stakeholders.

We are aware that the car park is used by a small number of city centre workers during the evening for secure and convenient car parking. Appendix 2a and 2b shows a 250 and 500 metre radius of the Grainger Town MSCP. Within 250 metres of the car park there are 13 On Street locations (168 bays) which are all free after 18:30. There are also 4 car council car parks (86 bays) which are free after 18:00. 2 of the car parks have CCTV.

Within 500 metres of the car park there is the above plus a further 9 on street locations (145 bays). There is also 1 car council car park (74 bays). This car park also has CCTV.

There are also a range of private car parks within close distance of the car park that are open 24 hours and provide security. This includes Indigo Hotel, the long stay car park at Central Station, The Gate, Railway Street and Railway Station.

In addition Grainger Town MSCP will continue to remain open until midnight and be free from 17:00 for those that wish to move their vehicle before the car park closes.

This proposal will remove the need for overnight staffing levels and will help reduce overnight energy consumption within the car park. This will impact on the shift patterns of 28 members of staff.

It is estimated this will save **£100,000** through reduced energy costs (£30,000) and staffing savings (£70,000)

**Proposal 3 –Revising the shop mobility service to 4 days from the current 6 and removing free parking for Shopmobility members.**  
**(Note: Following consultation this proposal is a change from the initial proposal which was to provide a 3 day Shopmobility service)**

### **Background**

We currently provide a Shopmobility service, where those with mobility problems are able to hire a scooter to enable them to go shopping in the city centre. It costs members £25 per year to join the scheme, and for that price they are then able to hire the scooters for free as many days as they want within the 12-month period.

The Shopmobility scheme is available to any resident from across the region.

Level 4 of Eldon Garden car park is dedicated for Shopmobility members, meaning that they have free parking whilst using the scheme. We currently estimate that on any given day, of the dedicated 20 Shopmobility bays, approximately 10 are used by members of the scheme, but not necessarily all at the same time. Therefore at least 10 bays on any given day are used less frequently. This information is from Civil Enforcement Officer patrols, and from Shopmobility staff meeting customers at their vehicles.

The service is staffed by three members of staff and is open 6 days per week (Mon-Sat)

There are currently 394 members (as at December 2018) with monthly average bookings for 18/19 of approximately 504 per month. In addition, approximately 5 customers per month use the service who are not members and pay a one-off fee.

The current membership of 394 brings an annual income of £9,850, which is substantially lower than the cost of running the service. Staff costs alone are £53,000 per year. In addition, there are equipment costs, energy costs and buildings costs estimated at circa £25,000 per annum. To cover just the staff costs alone, each of the 394 members would need to pay £135 per year – over a 420% increase on current costs.

Alternatively members would need to pay approx. £7 per visit in addition of their £25 annual membership in order to cover staff costs alone. For a member using the scheme 3 times per week this would equate to over £1,000 per annum. We do not feel this is a fair or reasonable alternative.

Whilst a number of members offered to pay a bit more to sustain the 6 day service, as the above illustrates members would need to pay a significant amount more in order to remove the current subsidy the service receives.

An assessment of the current bookings showed that no single member uses the service more than 4 days per week.

## Proposal

The Council continues to remain committed and values the Shopmobility service. We understand the benefits it brings to members using the scheme. However, the current subsidy levels cannot be maintained.

The revised proposal is:

- Operate the Shopmobility Service over 4 days per week and over 6 days (Mon-Sat) during 2 weeks over the busy Christmas Period.
- Introduce parking charges in line with the blue badge proposal
- Offer regular users of the service the option to purchase an annual parking season ticket at a cost of £100pa. This could be paid over 10 monthly instalments and would equate to £0.50p per day.

The rationale for introducing the annual parking season ticket is to support members who use the service on a regular basis and also that the service is not available during the “Alive After 5” free parking offer. This provides a more equitable approach to manage parking and will be available for those members on condition that a valid booking has been made.

It is proposed to have the service open on Tuesday, Wednesday, Friday and Saturday each week. The decision for selecting these days is based on:

- The care bus operates on a Tuesday/ Wednesday,
- The days selected were identified following a survey with members over a 3 week period.
- Saturday was considered important to support weekend shopping (due to members potentially working during the week),
- To spread the 4 days evenly throughout the week.

The days of operation would be subject to annual review, potential changes to the community bus service and feedback from members.

By increasing the proposal to 4 days and spreading the days proportionately throughout the week will reduce impact on those members who may choose to use the service at short notice.

Whilst this would affect the 3 staff members involved and would reduce the number of days available for members to use the service, it helps ensure the service remains and that members are able to utilise the equipment 4 days per week. This would save **£20,000** on staff costs based on current rates. It would ensure the service was delivered in the same way it currently is, albeit over only 4 days. There would also be additional energy savings.

It is also proposed to rationalise the underutilised Shopmobility bays and bring this into general parking. This means half (10) of the current 20 bays continuing to be dedicated as Shopmobility

bays and the other half (10) being available for blue badge parking. This would bring in approx. **£15,000** additional income based on increased parking opportunities for the general public.

It is also proposed to no longer provide free parking for the remaining 10 bays – the ones used by members of the scheme whilst using the equipment. Based on the charges proposed for Blue Badge parking within this IIA, it is estimated that this would bring in approx. **£15,000** additional income based on 10 vehicles paying for 3 hours each per day in addition to their one-hour free grace period. It should be noted that this is over and above the potential income received from general Blue Badge parking charges across the city (covered in a separate budget proposal).

Members of the scheme will therefore continue to have 4 days to use the service instead. Members will also be required to pay for parking. Working hours of the 3 staff members will be reduced accordingly.

The Shopmobility offer will be extended during the Christmas period to ensure all members have access to the service during the higher demand period. As per current arrangements the service would not be available on a Sunday.

The service will be reviewed and prioritised around the more popular days and also those days when the community service bus is in operation.

## 2. What evidence has informed this proposal?

Information source	What has this told you?
<b>Proposal 1 – Charges for Blue Badge holders in council-operated car parks</b>	
The existing Blue Badge scheme	This was developed to support badge holders and specifically relates to on street parking. <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/519091/blue-badge-scheme-local-authority-guidance-paper.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/519091/blue-badge-scheme-local-authority-guidance-paper.pdf</a>
Other local authorities	Some authorities currently charge for Blue Badge holders in public car parks. They range from charging the same rate as other users, a buy one hour get one hour free offer, and an hours free grace period at the end of parking charges paid. The majority that charge use the same model has proposed in this IIA – that being one hour free grace period. Some of the authorities that charge – either in all their car parks, or some of their car parks can be found in appendix 3
Private operators	Private operators charge Blue Badge holders the same rate as other drivers. This is consistent across the city centre.
Previous research by Department for Transport (Faber Maunsell)	Identified that the main benefit of the Scheme was thought to be independence, followed by

	being able to park close to destination. Being able to park for free was rated at 7%.
Blue Badge holders in Newcastle	There are circa 10,000 badge holders in Newcastle with similar numbers across other authorities.
Blue Badge Reform Survey by Department for Transport	Identified benefits of the scheme for existing badge holders. The reform was published during 2011.
Department for Transport Guidance	Regulations around Blue Badge on/off street parking
Disabled Motoring UK	Advises that concessions should be made for Blue Badge holders. A disabled parking award can be granted for accessible car parks
Nexus guidelines	The services available for those with disabilities
Disabled Parking Award handbook	The purpose of the award which outlines that considerations needed to win the award, of which free parking is not considered a high rating
Survey of blue badge parking during 25-29 September in Eldon Garden in comparison to the average length of stay for coin and card in the same period	A shorter turnover of bays for blue badge parking
Survey of Blue Badge parking in Newcastle	The Numbers of Blue Badge parking within a particular week per location. See section 1 for further details
<b>Proposal 2 – Overnight closure of Grainger Town MSCP between midnight and 6am.</b>	
overnight survey undertaken by parking Services September 2018 and October 2018	There is reduced demand for overnight parking within the car park (other than residents with dedicated spaces)
Assessment of adjacent parking options	Appendix 2a and 2b illustrates the number of Council pay and display bays available during the night within a 250 and 500m radius of the car park
Nearby private car parks	Private car parks that are available to use that are open and provide 24 hour secure parking
Overnight parking	Overnight parking will still be available free of charge. Call out arrangements (for emergency situations) are in place should a driver need to recover the vehicle during the proposed closing times. There is a £100 charge for this service. All other MSCPs close overnight to the general public.
Private operators	Some other private operators close car parks overnight
Risk assessment	A full risk assessment of the proposal is currently being undertaken

**Proposal 3 - Revising the shop mobility service to 4 days from the current 6 and removing free parking for Shopmobility members**

Membership list	Number of current members and their address (81% from an NE postcodes) (38.5% from Newcastle)
Survey results from members during the consultation period on preferred days open	The days most preferred by members for the service to be open on
Civil Enforcement Officer and shopmobility staff assessments on the occupancy levels of parking on Level 4	How many bays get used on a daily basis
Number of scooters and other equipment	The equipment needed to run the service
Number of bookings per month	How popular the service is
Day of the care bus visits	The day during the week the bus comes
Number of one off visits	Numbers of additional customers using the service

**3. How much will you spend on this service?**

	Gross expenditure	Gross income	Net budget	Capital projects
<b>2019-20</b>	£7,323,460	(£16,671,800)	(£9,348,340)	£0

These spend figures take into account the three proposals detailed above, as well as further income savings that will have no impact on the service delivered.

**4. What will the net savings be of this proposal?**

	Gross Saving	Implementation Cost	Net Saving
<b>Proposal 1 – Introduce charges for Blue Badge holders in council-operated car parks</b>			
<b>2019-20</b>	(£90,000)	£0	(£90,000)
<b>Proposal 2 – Overnight closure of Grainger Town MSPC</b>			
<b>2019-20</b>	(£100,000)	£0	(£100,000)
<b>Proposal 3 – Changes to the opening times and car parking charges for Shopmobility Members</b>			
<b>2019-20</b>	(£50,000)	£0	(£50,000)

The net savings listed here are for the three proposals detailed in this document.

**5. What impact will this have on the workforce?**

	No. FTEs	% workforce	
<b>2019-20</b>	3 post deletions	2.92%	The proposal will see a reduction on the number of Civil Enforcement Officers (3 FTEs) and also the remaining 25 CEOs will see a shift allowance reduction of 6% (from 16% to 10%). The saving will be a direct reduction in staffing costs required for the car park (£c. £66,000) and £34,000 through reduced shift allowance across MSPC enforcement due to revised shift arrangements.

6. Who have you engaged with about this proposal?			
Date	Who	No. of people	Main issues raised
<b>Proposal 1 – Charges for Blue Badge holders in council-operated car parks</b>			
9 Nov 18 – 6 Jan 19	Residents/staff via Let's Talk	40	See Appendix 4
17 Jan 2019	Newcastle Disability Forum	1	<p>This was previously discussed with the Forum during 2014. However, we have re-engaged with the Chair of the forum. The main issue is the accessibility to and from the car park and the accessibility of the machines. We will continue to work with Newcastle Disability Forum regarding the accessibility of each machine at each location.</p> <p>The Chair also contributed ideas to consider with regard to technologies such as Automatic Number Plate Recognition</p>
4 Dec 18	Elders Council	5	<p>This was previously discussed with the Elders Council during 2014. The Elders Council did not oppose the introduction of charges – the main issue was accessibility to and from the car park. However, we have re-engaged with the Elders Council. The Elders Council have not yet surveyed members about the charges for blue badge holders. They are concerned that the introduction of evening and Sunday parking charges will negatively impact on visitors to the city. However, this is a year 3 proposal</p>
3 Jan 19	Newcastle Council for Voluntary Services (NCVS)	7	No significant objection – only that there is consultation with disabled groups and parent groups. They also asked about levies for non-Newcastle residents
31 Jan 19	Disabled Employee Network (DEN)	6	<p>Meeting held on 30 January 2019. Group suggested alternatives that include:</p> <ul style="list-style-type: none"> <li>• To offer blue badge holders first three hours free of charge</li> <li>• To replace the budget proposal with an alternative through redirection of bus lane enforcement income</li> <li>• The Group also suggested there should have been wider consultation with regard to this proposal</li> </ul>

15 Dec 19	Jesmond Branch Labour Party	15	Asked that proposals are reviewed to ensure that any small monies raised do not outweigh disenfranchising the vulnerable
	Disability Motoring UK		This was previously discussed with group during 2014. The DM- UK group did not oppose the introduction of charges – the main issue was accessibility to and from the car park
	Car Park users via press notice		This will be carried out during the statutory consultation period
<b>Proposal 2 – Overnight closure of Grainger Town MSCP between midnight and 6am.</b>			
14 Dec 18	Welbeck Property Group (as per lease agreement)	1	Happy with the proposal. Requested details of how it will work
9 Nov 18 – 6 Jan 19	Residents/staff via Let's Talk	15	See Appendix 4
	Adjacent Premier Inn hotel		This will be carried out as part of the implementation process if the proposal is agreed
	General public via notices within car park		This will be carried out as part of the implementation process if the proposal is agreed
Nov 18 – Jan 19	Staff		Liaising with staff to address impact and seeking to improve work life balance (3 meetings held between November and January)
Nov 18 – Jan 19	Unions		Liaising to address impact on staff and improve work life balance (3 meetings held between November and January)
<b>Proposal 3 - Proposal 3 - Revising the shop mobility service to 4 days from the current 6 and removing free parking for Shopmobility members</b>			
Dec / Jan	Survey forms from members	69	Please see Appendix 4
3 Jan 19	Newcastle Council for Voluntary Services (NCVS)	7	Proposals seem reasonable – asked that disability groups are actively consulted.

4 Dec 18	Elders Council	5	Proposals seem reasonable, particularly with the growth of online shopping. Asked that disability groups are consulted
15 Dec 18	Jesmond Branch Labour Party	15	Proposals were cautiously supported so long as scheme still fully meets the needs
9 Nov 18 – 6 Jan 19	Residents/staff via Let's Talk	23	See Appendix 4
Nov 18 – Dec 18	Staff		Liaising with staff to address impact and improve work life balance (2 meetings between November and December 2018)
Nov 18 – Dec 18	Unions		Liaising with staff to address impact and improve work life balance (2 meetings between November and December 2018)

#### 7. What are the potential impacts of the proposal?

Specific group / subject	Impact (actual / potential disadvantage, beneficial outcome or none)	Detail of impact	How will you address or mitigate disadvantage?
<b>Proposal 1 – Charges for Blue Badge holders in council-operated car parks</b>			
<b>People with protected characteristics</b>			
Age	Actual/Potential disadvantage for older people	Introduction of Blue Badge parking charges, may result in higher costs if Blue Badge holders park use off-street parking in the city centre when coming to the city. Older people are more likely to require the services. Children and young people and/or parents or guardians of children or young people may be less likely to come into the city.	Free parking at all on street pay and display and on street disabled bays. There are over 2,000 spaces in the city centre  Blue Badge holders will be exempt from the maximum stay period that applies to all other drivers at on street pay and display spaces.  Free parking on yellow lines

			<p>Dedicated parking bays will continue to be provided closest to services (Civic Centre or shops).</p> <p>One-hour grace period in recognition of mobility problems.</p> <p>Cheaper than market rate.</p> <p>Accessible ticket machines at strategic locations.</p> <p>Free parking after 5pm Mon-Sat and after 6pm on Sundays in the MSCPs</p> <p>Income raised will support accessible parking and increase resources to deal with Blue Badge misuse thereby safeguarding spaces for those with mobility problems.</p> <p>Many public transport routes come into the city centre, with free travel for over 65s</p>
Disability	Actual disadvantage	All Blue Badge holders will be affected by the proposal	<p>Free parking at all on street pay and display and on street disabled bays. There are over 2,000 spaces in the city centre.</p> <p>Free parking on yellow lines</p>

			<p>Blue Badge holders will be exempt from the maximum stay period that applies to all other drivers at on street pay and display spaces.</p> <p>Dedicated parking bays will continue to be provided closest to services (Civic Centre or shops).</p> <p>One hour grace period in recognition of mobility problems.</p> <p>Cheaper than market rate.</p> <p>Accessible ticket machines at strategic locations.</p> <p>Free parking after 5pm Mon-Sat and after 6pm on Sundays in the MSCPs</p> <p>Income raised will support accessible parking and increase resources to deal with Blue Badge misuse thereby safeguarding spaces for those with mobility problems.</p> <p>Many public transport routes come into the city centre, with free travel for over 65s</p>
--	--	--	---

Sex	No impact other than what's mentioned above under the protected characteristics disability		
Marriage and civil partnership	No impact other than what's mentioned above under the protected characteristics disability		
Pregnancy and maternity	No impact other than what's mentioned above under the protected characteristics disability		
Race and ethnicity	No impact other than what's mentioned above under the protected characteristics disability		
Religion and belief	No impact other than what's mentioned above under the protected characteristics disability		
Sexual orientation	No impact other than what's mentioned above under the protected characteristics disability		
Gender reassignment	No impact other than what's mentioned above under the protected characteristics disability		
<b>Other potential impacts</b>			
People vulnerable to socio-economic impacts	Actual/Potential disadvantage – for carers	Service users who require a Blue Badge parking permit across the city in order to carry out caring responsibilities for those with a disability may now be faced with a charge.	Free parking at all on street pay and display and on street disabled bays. There are over 2,000 spaces in the city centre  Free parking on yellow lines

			<p>Blue Badge holders will be exempt from the maximum stay period that applies to all other drivers at on street pay and display spaces.</p> <p>Dedicated parking bays will continue to be provided closest to services (Civic Centre or shops).</p> <p>One hour grace period in recognition of mobility problems.</p> <p>Cheaper than market rate.</p> <p>Accessible ticket machines at strategic locations.</p> <p>Free parking after 5pm Mon-Sat and after 6pm on Sundays in the MSCPs</p> <p>Income raised will support accessible parking and increase resources to deal with Blue Badge misuse thereby safeguarding spaces for those with mobility problems.</p> <p>Many public transport routes come into the city centre, with free travel for over 65s</p>
--	--	--	---

<p>People vulnerable to socio-economic impacts</p>	<p>Actual/Potential disadvantage – People in low paid employment or in households with low incomes</p>	<p>The introduced charge for Blue Badge holders may be too expensive for some badge holders to afford.</p>	<p>Free parking at all on street pay and display and on street disabled bays. There are over 2,000 spaces in the city centre</p> <p>Free parking on yellow lines</p> <p>Blue Badge holders will be exempt from the maximum stay period that applies to all other drivers at on street pay and display spaces.</p> <p>Dedicated parking bays will continue to be provided closest to services (Civic Centre or shops).</p> <p>One hour grace period in recognition of mobility problems.</p> <p>Cheaper than market rate. Accessible ticket machines at strategic locations.</p> <p>Free parking after 5pm Mon-Sat and after 6pm on Sundays in the MSCPs</p> <p>Income raised will support accessible parking and increase resources to deal with Blue Badge misuse thereby safeguarding spaces for those with mobility problems.</p>
--	--	--	--

			<p>Many public transport routes come into the city centre, with free travel for over 65s</p>
Businesses	Actual/Potential disadvantage	<p>Blue Badge holders may opt to shop outside of the city centre at locations that provide free parking – e.g. the Metrocentre although badge holders may also choose to parking during the free parking periods such as after 5pm in MSCPs as part of the Alive After 5 initiative.</p>	<p>Free parking at all on street pay and display and on street disabled bays. There are over 2,000 spaces in the city centre</p> <p>Blue Badge holders will be exempt from the maximum stay period that applies to all other drivers at on street pay and display spaces.</p> <p>Dedicated parking bays will continue to be provided closest to services (Civic Centre or shops).</p> <p>One hour grace period in recognition of mobility problems.</p> <p>Cheaper than market rate.</p> <p>Accessible ticket machines at strategic locations.</p> <p>Free parking after 5pm Mon-Sat and after 6pm on Sundays in the MSCPs</p> <p>Income raised will support accessible parking and increase</p>

			resources to deal with Blue Badge misuse thereby safeguarding spaces for those with mobility problems.  Many public transport routes come into the city centre, with free travel for over 65s
Geography	No impact other than what's mentioned above under the protected characteristics disability		
Community cohesion	No impact other than what's mentioned above under the protected characteristics disability		
Community safety	No impact other than what's mentioned above under the protected characteristics disability		
Environment and air quality	No impact other than what's mentioned above under the protected characteristics disability		
<b>Proposal 2 – Overnight closure of Grainger Town MSCP</b>			
<b>Specific group / subject</b>	<b>Impact</b> (actual / potential disadvantage, beneficial outcome or none)	<b>Detail of impact</b>	<b>How will you address or mitigate disadvantage?</b>
Community Safety	Potential disadvantage	Those with fobs entering the car park between midnight and 6am may feel vulnerable without staff presence	Sensor lights, CCTV and well-lit entrances.  Fob activation means restricted access which is not currently in force.

Community Safety	Potential advantage	Those with fobs entering the car park between midnight and 6am may feel more secure knowing that entrance is restricted to fob access only and that people who sometimes enter the car park at night for non car parking purposes will now no longer be able to do so	
Community Safety	Potential disadvantage	Those without fobs, wishing to park their car in a staff patrolled car park with the intention of returning to their car between midnight and 6am will now have to park elsewhere and may feel vulnerable without staff presence	Alternative car parks in the city available.  CCTV throughout the city.  Busy city centre so often people in circulation.  Well-lit city centre.  A range of private car parks in close proximity that offer 24 hour secure parking.
<b>Proposal 3 –Revising the shop mobility service to 3 days from the current 6 and removing free parking for Shopmobility Members</b>			
<b>People with protected characteristics</b>			
Age	Actual/Potential disadvantage for older people	A high proportion of the members are elderly and therefore impacted by the proposals	The service will still remain 4 days per week, including one day at a weekend. This has been revised from 3 days as part of the consultation process.

			<p>The user will still receive the same service with the equipment and staff numbers etc, albeit on reduced days</p> <p>Guaranteed members bays</p> <p>The price will remain at £25 per annum</p>
Disability	Actual disadvantage for those with a disability	As all users of the Shopmobility scheme have mobility issues the proposal will impact on them.	<p>The service will still remain 4 days per week, including one day at a weekend. This has been revised from 3 days as part of the consultation process.</p> <p>The user will still receive the same service with the equipment and staff numbers etc, albeit on reduced days</p> <p>Guaranteed member bays</p> <p>The price will remain at £25 per annum</p>
Disability	Actual disadvantage for those with a disability	Some members may not know until the day if they are well enough to use the service, so a reduction in days reduces the ability to be spontaneous and the number of days they can potentially be well enough to attend	<p>The service will now remain open 4 days instead of 3 as a result of the consultation feedback</p> <p>The days selected have been spread evenly throughout the week</p>
<b>Other potential impacts</b>			

<p>People vulnerable to socio-economic impacts</p>	<p>Actual/Potential disadvantage – People in low paid employment or in households with low incomes</p>	<p>As members will no longer receive free parking while using the service this may impact on those on low income</p>	<p>One hour free grace period at end of paid parking time</p> <p>Guaranteed disabled bay to park in</p> <p>City centre location</p> <p>Season ticket parking available for regular users of the service</p>
<p>Businesses</p>	<p>Actual/Potential disadvantage</p>	<p>Current members may opt to leave the scheme or shop online or elsewhere such as the metro centre which may impact on city centre businesses</p>	<p>Service still provided for 4 days per week</p> <p>One hour free grace period at end of paid parking time</p> <p>As only 394 members, the effect is very small</p>

# Appendix 1

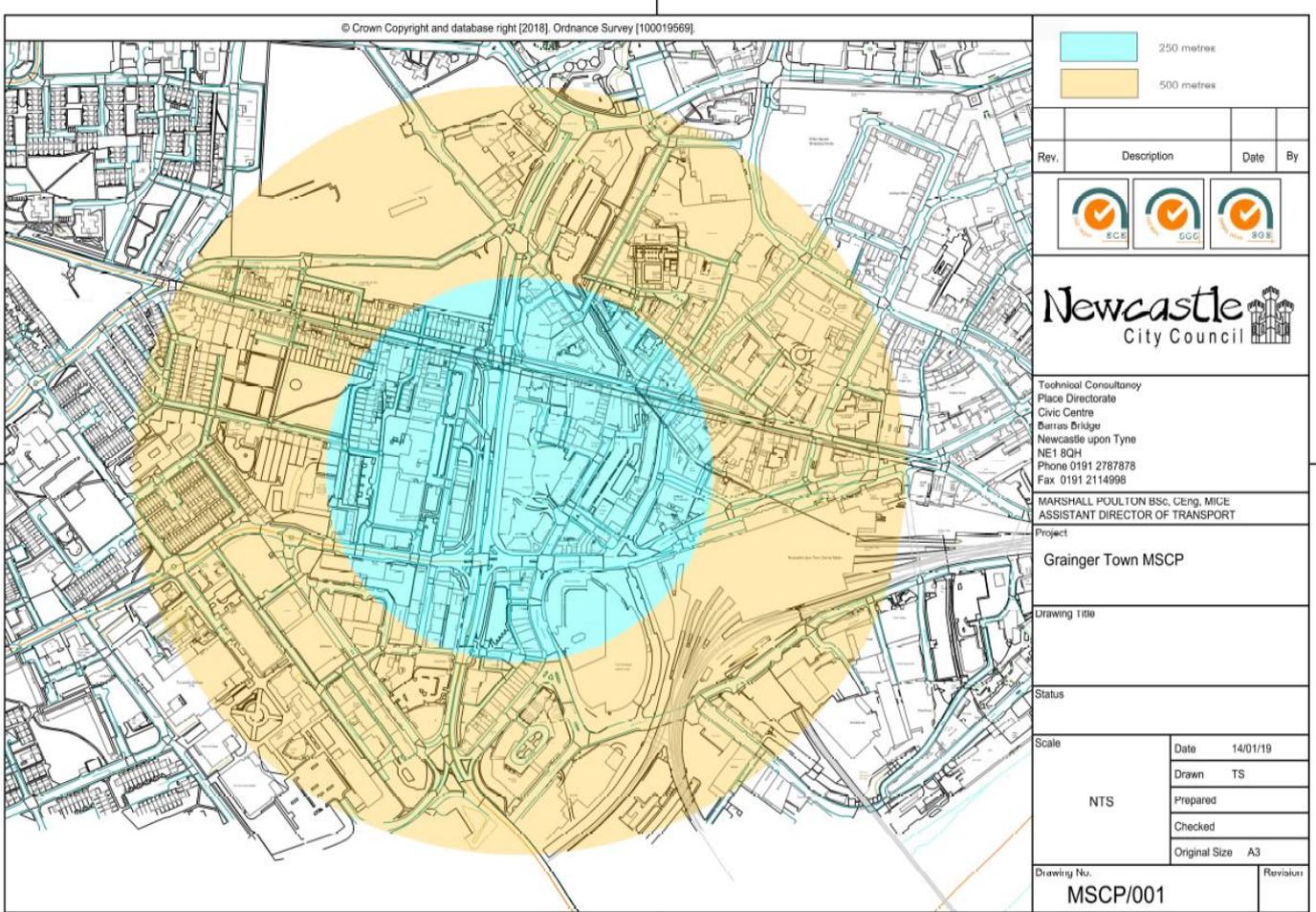
red is when at capacity or above capacity

amber is when within 2 bays of being at capacity (off street car parks) and within 4 at the 2 MSCPS

		Eldon Garden MSCP		Eldon Sq MSCP		St James Metro		St James		Morden Street		College Street	
		no of bays - 23		no of bays - 33		no of bays - 7		no of bays - 3		no of bays - 0		no of bays - 5	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Tues	30-Oct	11	16	29	45	6	2	3	3	4	6	6	3
weds	31-Oct	8	16	33	37	6	5	3	3	4	3	4	2
thurs	01-Nov	14	15	39	50	na	4	na	2	na	4	na	5
fri	02-Nov	19	12	42	45	3	3	1	2	3	4	6	4
sat	03-Nov	20	19	35	41	4	6	4	5	4	7	4	6
sun	04-Nov	18	15	36	27	7	8	3	2	4	4	4	2
Mon	05-Nov	14	9	37	29	8	6	2	3	7	3	9	5
Tues	06-Nov	10	13	26	44	3	9	2	2	0	4	7	6
weds	07-Nov	17	12	29	39	6	6	3	4	5	4	5	3
thurs	08-Nov	20	22	55	49	7	8	3	4	1	3	6	6
fri	09-Nov	19	21	36	39	6	7	4	3	7	6	6	5
sat	10-Nov	21	22	33	32	6	13	2	5	5	8	4	8
sun	11-Nov	28	24	35	38	8	7	3	2	8	5	8	5
Mon	12-Nov	9	12	29	13	7	7	3	3	7	2	6	3
Tues	13-Nov	16	21	30	33	7	7	3	3	4	2	6	5
weds	14-Nov	27	22	22	37	6	6	7	7	8	0	7	8
thurs	15-Nov	17	24	29	18	8	7	4	3	5	4	6	3
fri	16-Nov	26	34	39	40	5	7	1	3	5	5	5	4
sat	17-Nov					7	7	2	3	4	6	6	5
sun	18-Nov					2	3	3	3	0	6	5	4
Mon	19-Nov					6		3		5		5	
Tues	20-Nov	26	23	23	33	5	5	3	4	2	3	5	4
weds	21-Nov	20	29	35	55	4	4	4	3	3	3	4	4
thurs	22-Nov					4	7	1	4	6	7	5	6
fri	23-Nov					8		5		13		9	
sat	24-Nov	27	33	47	32	7	3	4	4	4	2	6	4
sun	25-Nov	29	31	38	33	7	5	5	3	5	4	6	5
Mon	26-Nov	35	13	51	40	4	4	3	4	13	7	6	4

Morden Street does not have any disabled bays, so all Morden stats are blue badge holders in pay and display car parks stats are any blue badge holder in car park irrelevant of whether in the disabled bay or a P&D bay

# Appendix 2a



Appendix 2b

<b>BLUE SECTION</b>			
<b>On Street</b>	<b>tariff</b>	<b>Max Stay</b>	<b>no. bays</b>
BATH LANE	£1.10	1 HR MAX	11
BLACKFRIARS COURT	£1.10	2 HR MAX	3
BLANDFORD SQUARE	£1.00	ALL DAY	32
CHARLOTTE SQUARE	£1.10	1 HR MAX	9
CLAYTON STREET WEST	£1.30	1 HR MAX	10
CROSS STREET	£1.20	1 HR MAX	9
FRIARS	£1.10	2 HR MAX	4
MARLBOROUGH CRESCENT	£1.00	2 HR MAX	6
RUTHERFORD STREET	£1.10	1 HR MAX	12
STOWELL STREET	£1.10	1 or 2 HRS MAX	11
THOMAS BEWICK SQUARE	£1.20	1 HR MAX	3
WATERLOO STREET	£1.50	2 HR MAX	17
WESTGATE ROAD	£1.10	ALL DAY or 1 HR MAX	41
<b>Off Street</b>			
BLANDFORD SQUARE CP	£1.00	ALL DAY	51
BLANDFORD STREET EAST CP	£1.00	ALL DAY MON to FRI	13
CROSS VILLA No 4 CP	60p	ALL DAY	11
FRIARS	£1.20	ALL DAY	11
<b>YELLOW SECTION</b>			
<b>On Street</b>			
CLAYTON STREET	£1.30	3 HR MAX	8
FENKLE STREET	£1.30	1 HR MAX	10
FORTH BANKS	90p	ALL DAY	9
FORTH STREET	90p	2 HR MAX	21
ORD STREET	70p	ALL DAY	17
ST ANDREWS STREET	£1.20	1 HR MAX	26
ST JOHN STREET	£1.90	1 HR MAX	14
SCOTSWOOD ROAD	80p	1 HR MAX	10
WESTGATE HILL	70p	2 HR MAX	30
<b>Off Street</b>			
ST JAMES METRO CP	£1.40	ALL DAY	74
Also Private run Car Parks at			
RAILWAY STREET			
THE GATE, Stowell Street			
RAILWAY STATION			

### Appendix 3

Local Authority	Blue Badge Offer
Sunderland City Council	charge Blue Badge holders for parking in two multi-storey car parks at normal charges
Darlington Borough Council	Charged the same as all other motorists in council-run car parks
Durham Council	Blue Badge holders pay the same as all other motorists
Liverpool Council	Mostly free, but depends on which car parks and how much they pay
Nottingham Council	Blue Badge holders pay the same tariff as other motorists
Glasgow	Some car parks free, but some there is a charge, notably in barrier system car parks
Waverley Borough Council, Surrey	Blue Badge holders charged for parking in council parking but will get an additional free hour when purchasing a ticket for one or more hours of parking. Residents who receive income support or who have severe difficulties still qualify to park for free. If they meet the criteria they receive a yellow permit which must be displayed next to the Blue Badge
Plymouth City Council	One extra hour after expiry of purchased time. An optional accessibility permit is also available for the whole year - which covers most of the council-run car parks for those that frequently visit the area
Taunton Deane Borough Council	Normal charges but one extra hour free parking in addition to the time paid
East Devon, Mid Devon	Disabled divers in some areas of Devon have to pay for parking but get a one hour extension to the ticket displayed.  East Devon District Council also offer an annual permit for disabled drivers who are on low incomes - costing £204 a year
Torbay Council	Charge disabled badge holders to park, or offer a £20 for a separate permit for Blue Badge holders to park in pay and display council-owned car parks (except two pay on exit car parks.) Permit is subject to meeting certain criteria
Knowsley Council	Allowed one free hour in addition to the standard maximum parking times
Epsom and Ewell Borough Council	Disabled drivers have to pay in their car parks but get one hour's free parking.

Pembrokeshire, Wales	Blue Badge holders pay the standard rate but receive an additional hour free parking. They must also display a valid Blue Badge and clock
Lincoln City	Blue Badge holders get one-hour free parking for every hour paid for.
Wigan	Parking on surface car parks is not free but on purchase of the relevant tariff there will be a concession of 2 hours additional parking
Denbighshire, Wales	Blue Badge holders get a free additional hour on top of any pay and display expiry time
Braintree District Council	Blue Badge holders can park in any pay and display car park and normal tariffs apply.
Norwich County Council	Eight car parks in the area are buy one hour get one free, and six are free for Blue Badge holders

## Appendix 4

### 4. Parking Proposals

#### Shopmobility

Ref.	Theme	
Membership Numbers, Prices and Operational hours/days		
1	Shopmobility members would be willing to pay extra to preserve the service – either an increase in the annual membership fee or introduce additional charges per visit	
	Look at having the Shopmobility service open 4-5 days a week if 6 days can't be sustained	
	If there are fewer days could there be longer opening hours to cater for late-night shopping	
	If parking charges now apply I can't benefit from Alive after 5 or the Sunday flat rate charge as the service is closed.	
	If there are fewer days, the charge should be less, especially if you have to wait longer to hire a scooter	
	Look at increasing the membership – leaflets, marketing, specific groups, advert in local press	
	Ask voluntary organisations to recruit people to the scheme	
	Encourage staff to recruit people to the scheme	
	Look at other schemes in the region and their opening days and costs such as the Metrocentre and Sunderland	
	Subsidise the scheme for Newcastle residents but charge full costs for those outside the area	
Disabled / Older people will be negatively affected		
	Disabled / older people will be negatively affected / proposals are discriminatory towards disabled people / this will target the most vulnerable people – this could be legally challenged	
	Makes it harder for disabled / older people to come in town / go shopping / leave the house	
	This will lead to increased social isolation – not being able to leave the house	

Ref.	Theme	
	People's health varies so they need the service seven days a week – they don't know how they will feel on any given day / Able-bodied people can shop when they want to and can therefore be spontaneous / This is a direct attack on people with limited mobility restricting them to shopping on days chosen by the authority	
<b>Equipment</b>		
	Will there be enough scooters if the scheme is only open on three days a week / will there be a longer wait to hire a scooter? / if there are 500 monthly bookings over 6 days will the service cope with 400 over 3 days	
	Some people cannot have their own mobility scooters and so rely on shopmobility	
	Have self-service points for Shopmobility like Mobike / look at a hire purchase scheme for a scooter	
<b>The proposal / consultation</b>		
	Do not implement the proposals / disagree with the proposals	
	Do not feel consultation with disabled people is adequate / why weren't letters sent to all members?	
	I agree with changes to Shopmobility / think its fair	
	Changes must be well communicated	
<b>Parking</b>		
	Open up / I agree with opening up Level 4 to other vehicles	
	Would prefer no payments for parking	
	Make parking at the rear of Eldon Gardens easier to access	
	If 500 monthly members over 6 days now use it over 3 days, will there be enough parking provision, especially if half the car park will be open to the public	
	Unjust to charge for parking, when other parts of the city will remain free	
<b></b>		
	This risks driving people away from the city centre – particularly to the Metro Centre which is available all days, for longer hours and with free parking / city economy will suffer	

Ref.	Theme	
	The loss of income to the economy as a result of the reduction will be greater than these savings	
<b>Other</b>		
	Staff are kind and helpful	
	Feel this will damage Newcastle's reputation as a disabled-friendly city	
	I do not want to beg friends and family to transport me on days shopmobility is not open	
	Need the service for hospital appointments	
	This will lead to increased costs for health services – e.g. care worker due to depression	
	Put the service out to tender to ensure it remains more accessible to those that need it	
	The whole point of the Shopmobility service is to encourage disabled people to come into Newcastle City centre to shop instead of the MetroCentre	

## **Blue Badge Charges**

	Theme	
<b>Disabled / Older people and those ill will be negatively affected</b>		
	Disabled / older people and those ill will be negatively affected / proposals are discriminatory towards disabled people / this will target the most vulnerable people	
	It is not possible for me to shop without a car	
	It will be difficult for parents of disabled children	
	Blue Badge holders are not on high incomes	
	We will be shopping out of town where parking is free as we can't afford the parking charges and the grace doesn't compensate for the time it takes to load and unload or use the toilet, and the general slow paces disability causes	
	It is unfair to disabled people needing to access the city centre	

	<b>Theme</b>	
	This will cause financial hardship / cannot afford the weekly parking charges	
	Introducing these charges means will be unable to work as unable to get public transport and salary is low	
	People with disabilities are more likely to be out of work, suffering a life-limiting or palliative illness and need our sympathy and support.	
	This will have a serious negative impact on my life	
	This will negatively impact Blue Badge holders	
<b>The proposal / consultation</b>		
	Ensure disabled people are properly consulted / current consultation not enough / The consultation with disabled people in the proposal is unlikely to comply with the requirements set down in the Equality Act as it was carried out 4 years ago and even it then was minimal	
	Feel the proposals are mean-spirited – a revenue exercise.	
	Do not implement the proposals / do not agree with the proposals	
	I agree with the proposal / it is fair / blue badge holders should pay for parking / everyone should pay for parking	
	Grace period is a good idea	
	This will tackle abuse of Blue Badge parking	
	Do not feel this is consistent with Council's stated aims of helping disabled and disadvantaged – new Street Charter would make the city more welcoming and accessible for disabled people. Now it's the contrary	
	Paying for Blue Badge parking might make it easier to find a parking space	
	Potential rise in crimes against vulnerable people when making a payment – especially during the evening or in poorly lit car parks	
	Full-time wheelchair users should be exempt from charges . disabled children should be exempt	
	Not sure why proposal looks only at the city centre	

	<b>Theme</b>	
	There may be injury to disabled people from accessing the pay and display machines from vehicles etc	
	Few authorities use the 1 hour grace. Where did this initiative originate from	
	good to have some exemptions for genuine cases where people cannot afford to pay or possibly for disabled children	
	Create more disabled bays	
	Not enough bays in the city centre / disabled bays has decreased	
	Introduce a fixed daily rate for Blue Badge holders	
	Offer discount for regular journeys	
	Would like more information on what the costs would be for an individual	
	Parking charge proposals might have a positive impact on air quality	
<b>The Blue Badge Scheme</b>		
	Only give blue badges to those in wheelchairs	
	Blue Badge holders should not be charged for parking – that is the purpose of the blue badge scheme	
	A blue badge is a lifeline	
	It is already hard to qualify for a Blue Badge – it's not a perk	
	Tackle misuse instead – that would bring money in through prosecutions and help balance demand	
	Remove Blue Badges from anyone who abuses them	
	Check blue badges on display are real and not counterfeit	
	Already have to pay for a blue badge and have to renew every 3 years	
	Give Blue Badge holders free parking for three hours	

	<b>Theme</b>	
	there are clearly a number of non-Newcastle residents who take advantage of the blue badge scheme, can a Newcastle residency charge be applied	
	Make Blue Badge eligibility criteria stricter and remove them from people who don't need them	
	Blue Badges should stop being issued for the elderly as most can walk ok	
	Charge on street as well as off street	
	This will increase parking on double yellow lines – causing congestion, especially around hospitals	
	Street parking is not accessible for wheelchair users – often can't open boot for wheelchair, and bays not wide enough	
	Charge for Blue Badge parking on street	
<b>Savings / income</b>		
	The revenue it will generate is not large enough to justify it / the impact to the shops will be higher / the savings don't contribute much to the overall savings needed by the Council so don't pursue	
	There will be costs from making ticket machines accessible / will this be cost effective if upgrading the machines	
	This will increase revenue which is a good thing	
	Do not subsidise parking for people from outside the city	
	Consider whether this will raise revenue in the long term v disenfranchising the most vulnerable people	
	Consider means testing for those on the lowest income to not pay parking charges	
<b>Economy</b>		
	This will damage the city's economy – blue badge holders will go elsewhere such as Metro Centre	
	This risks driving people away from the city centre	

	Theme	
	City centre shops are already struggling	
	Concerned that it will deter people from visiting Newcastle / will damage Newcastle's reputation as a disabled-friendly city	
Other		
	Charge more for those using the car parks for work	
	Charge residents for parking on publicly maintained roads	
	Introduce higher fines for misusing disabled parking spaces	
	Use the Pay by Phone app to offer discounts for those regularly using the car park	
	Could more disabled parking be introduced into the city centre? Need more spaces for taxi drop off areas	
	Enforce parking regulations outside the city centre – e.g. illegal parking on yellow lines, or introducing parking charges in Stanhope Street etc	
	Alive after 5' scheme which gives free parking to able-bodied people, which could be construed as being paid for by charging disabled people	
	Should look at other ways to raise money	
	Priority periods for Blue Badge holders	

## Grainger Town

	Theme	
Groups affected		
	People working in the night time economy need safe overnight parking – both for their vehicle and for them returning to their vehicle	
	People working in the night time economy cannot use public transport	
	A lot of the on street parking alternatives that would have to be accessed should Grainger Town close its doors at midnight, and routes to other car parks within the city, are often poorly lit, unsafe and frequented by drunk people, drug users and 'aggressive beggars' as they are often termed in the local media	

	<b>Theme</b>	
	It would also mean potentially not getting parked on days that there are events taking place in the city (football matches, events at the Metro Radio arena and Times Square, the Quayside, Christmas markets etc) due to the volume of traffic and the number of people wishing to park into the evening in a number of spaces across the city that would become oversubscribed	
	I feel that the closing of the car park overnight would be counterintuitive to the Safe Newcastle initiative	
	The car park is in close promimity to major roads which get gritted during bad weather the car park itself is under cover (don't have to dig out the car later)	
	People working in the night economy will find it harder to park	
	The city night time economy may be affected if people are unable to arrive to work	
<b>The proposal</b>		
	Do not agree with overnight closure of Grainger Town car park	
	Any delays in public transport and rail – particularly due to bad weather, may result in returning to the car park after it is closed	
	Rail employees use it from first train to last train – this would impact on them	
	Promoted as Alive after 5 – not Alive after 5 but before Midnight	
	Both customers and businesses, benefit from being able to eat/drink into early hours of the morning. Now a percentage cant	
	Introduce a nightly fee to use the Grainger Town car park (perhaps a trial) flat rate for 5pm-8am or usual hourly rate	
	Applying night time parking charges would bring more in than the savings in closing the car park	
	Not sure why it is proposed to close the Grainger Town car park overnight	
	On-street parking at night is not safe for both individuals and vehicles	
	On-street parking periods are too short	
	Will overnight closure of Grainger Town save money?	

	<b>Theme</b>	
	what cost it would be to install a key fob system to the car park compared to maintaining normal 24hr operations throughout the year	
	Look at charging for a key fob – instead of favouring those that live in the area rather than those working in the area	
	Can city centre residents (permit holders) have access / where can city residents park safely over night / city centre residents already pay for a permit / city centre residents if parking in Grainger Town might need emergency access so would need a fob or might work shifts and unsociable hours	
	Don't agree that the alternative Council On Street bays and Off Street car parks are safe for both individuals or vehicle	
	Use alternative measures to fund the car park overnight, such as charging during Alive after 5	
	This would have a detrimental effect on my earning potential	
	Agree with Grainger Town overnight closure	
<b>Other</b>		
	Reassess Citypark permit system to free up spaces which could fund the car park remaining open – theyre always empty	

**Other comments not specifically relating to the proposals set out**

	<b>Theme</b>	
<b>Other</b>		
	Charges for city centre parking should change depending on the demand – don't have free after 5pm – charge at least half price and premium at peak hours	
	Unhappy with events on Northumberland Street making it harder to get around	
	Make it easier for disabled people to access the city centre	
	Reduce senior staff pay	
	Ask NUFC to contribute to costs of street cleaning on match days	

	<b>Theme</b>	
	Tier parking penalty charges so that they are proportionate to income	
	Be more energy efficient	
	Charge Council staff for parking at the Civic Centre	
	Make efficiency savings – presume get cars and parking paid for and stop doing unnecessary work on the highway etc	
	Have discounted parking for electric vehicles	
	Increase affordable rented housing	
	Spend less money on leisure and seasonal activities – e.g. NE1 sand on the Quayside and their artificial grass on Northumberland Street	
	Tackle air pollution	
	Unhappy with spending on cycle paths and road schemes	
	Use cameras and apps to automatically charge people for parking	
	delivery drivers double park, block cars in and hold up the smooth running of traffic, taxi drivers who illegally use disabled car parking spaces should also be ticketed	
	Promote use of public transport - Could the City Council encourage its business and public-sector partners (particularly the Universities and NHS) to offer similar annual travel pass offers to their staff as well.	
	How does Alive after 5 fit in with the desire to reduce unnecessary private cars in the city centre	
	Penalise taxi drivers using disabled parking bays	
	Do not subsidise parking for people from outside the city	
	Car parks need to be cleaned more often – especially the stairwells	
	Feel there should be cuts to libraries rather than charging Blue Badge holders	
	Promote use of public transport	
	Should have bus lane cameras on Blakett Street	

	<b>Theme</b>	
	As usual cuts always go for the easy targets, what about councillors' expenses? A small increase in fees would be acceptable to help meet expenses	