

2016 Proposal and Integrated Impact Assessment

Informing our approach to fairness

Title of proposal	Parking Services
Date of assessment	1 November 2012
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2016 Proposal

Government cuts, heavily skewed against Newcastle and the North East, are having a damaging impact on our capacity to deliver public services and support the economy of the city. In addition, we continue to face unavoidable rising costs. By 2016, we will need to reduce the amount we spend by over £90m. This equates to a third of our current budget. The savings are unprecedented and are the most challenging the city has ever faced.

These savings cannot be made by just being more efficient. It means we will need to look at every service and decide what will be provided in the future and how. These difficult decisions will be made by applying a fairness test to every decision, analysing future needs and taking into account the views of the public expressed through the Let's talk Newcastle programme.

1. The proposal / function

1.1

Newcastle Parking Services operate a network of car parks across the city, administer the blue badge parking scheme, offer a range of permits for regular users of car parks and residents permit schemes and enforce certain on and off street parking across the city.

There are 8 city centre multi storey car parks and 47 off street car parks. Permit parking schemes operate in around 400 streets across the city.

The Travel Office facilitates corporate travel for the authority and also supports our travel plan initiative that includes regulation of the Civic Centre car park, business travel (flights, rail, accommodation etc) and pool cars for staff business use. It also administers other benefits including public transport passes and salary sacrifice schemes including car leasing and "bike to work".

Over 100 staff are employed within the section with the service running costs of £5m. Annual income generated is around £12m, providing a contribution to the city of around £7m.

The service is integrated to the wider family of enforcement and regulatory activity supporting and facilitating other like functions.

1.2 Proposal

Proposal 1 – City Centre Tariff Increases (10p per hour)

For many years car parking income has made a major contribution to our expenditure budget. Nationally, however, there is evidence that income from car parks is in decline and that the demand for car parking follows similar trends to the overall economy and vibrancy of the area.

The proposal is to increase fees in a number of car parking areas where demand remains strong whilst freezing charges in locations that will help support economic growth in the city centre. Similarly there will be no increases in peripheral areas to sustain high street trade. The proposal will also facilitate the roll out of "pay by phone" to on-street parking areas that will further improve choice and convenience for customers. The proposed increase will still compare favourably against private operators within the city. Future tariff increases will be subject to careful consideration to ensure that parking remains attractive and sustainable to support the vibrancy of city centre trade.

The increases will be subject to statutory process and notification via press and site notices to inform customers. Ticket machines will be reprogrammed in advance to facilitate tariff increases.

The cost of implementing the changes will comprise largely of the advertising charges (press and site notices) estimated to be in the region of £15,000. These one-off costs will be programmed within existing cash limit budgets. The impact of the increases will be monitored carefully and will help formalise future increases for 2014/15 and 2015/16.

Year	Gross saving	Implementation cost	Net saving
2013/14	£0.200m	£0	£0.200m

Proposal 2 – Bus Lane Enforcement

As part of the Local Transport Plan (LTP) we have a network of “No Car Lanes” to offer priority road space to buses, goods vehicles, cyclists etc.

These priority lanes were implemented around 10 years ago and operate 7 days a week from 7am to 7pm. Their primary purpose is to make sure buses can get in and out of the city centre without delay. This helps reduce reliance on the private car and maintains road safety, reduces congestion and improves air quality for the city.

Enforcement of these lanes is currently undertaken by Northumbria Police. However because traffic management is a lower police priority than crime detection and prevention, it is proposed that, under powers in the Transport Act 2000, we take over the enforcement of them – something that has been successfully done by other local councils across the country.

In order to do so we intend to install a Closed Circuit Television (CCTV) system bring a more efficient and technological approach to parking enforcement leading towards 2016. The cost of this and other measures required to implement this initiative is currently being investigated.

Due to the requirement for statutory consultation it is unlikely that we will be able to take over the enforcement measures in April 2013. A full year operational income estimated at £200,000 will therefore not be achieved until 2014/15. The anticipated revenue in 2013/14 reflects this. In addition a review of resource requirements will be undertaken to ensure we continue to comply with statutory procedures and timescales.

Year	Gross saving	Implementation cost	Net saving
2013/14	£0.100m	To be determined	£0.100m
2014/15	£0.100m	£0	£0.100m

Proposal 3 – Introduction of Evening Parking Charges (on-street locations and surface car parks)

Parking is currently free in the city centre after 6.30pm at on-street parking locations and from 6pm in our surface car parks. These are longstanding timings in line with the former “meter zone” parking restrictions in the city centre. As a result there is significant demand for on-street parking during the evening, particularly around popular attractions.

The proposal is to introduce a nominal charge of £1 (Monday – Sunday). This will help regulate parking and balance demand during the evening period. Private operators in the city currently operate a 24/7 charge for parking and this proposal will still provide significant discount and affordability for parking in Newcastle.

Part first year income is expected to be £50,000 but this will be required for legal costs and replacement signs. Therefore increases income is not expected until 2014/15.

As enforcement staff and CCTV operatives work until 10pm the increased charging hours would have no impact on staffing levels or demand.

Year	Gross saving	Implementation cost	Net saving
2013/14	£0.050m	£0.050m	£0
2014/15	£0.100m	£0	£0.100m

Proposal 4 – Salary Sacrifice

We current offer salary sacrifice for the Bike to Work Scheme and car leasing. The schemes provide significant financial benefits to employees in addition to saving us money from reduced salary related contributions.

We propose to widen the range of items offered to staff under salary sacrifice which would increase the savings we already make from the scheme. When marketing the scheme we will also use the opportunity to raise awareness of the possible energy efficiency benefits of replacing electrical equipment.

This would support employees during a difficult financial climate and provide access to quality goods at affordable prices in line with the living wage agenda.

Year	Gross saving	Implementation cost	Net saving
2013/14	£0.010m	£0	£0.010m

Proposal 5 – Annual Public Transport Permits

We currently offer public transport permits to staff at discounted rates. The discounts are secured by purchasing passes on an annual basis and the volume of applications. The cost to staff is spread over a 12 month period. This contributes to our Corporate Travel Plan and provides staff with affordable public transport. In addition we receive requests from other small organisations to provide their staff with annual passes and have done this free of charge so that the staff employed by these businesses benefit from the discounts as well.

The proposal is to extend this offer to staff family members with payments being deducted from staff salaries on their behalf. In addition the organisations which ask us to provide passes for their staff will be charged an administrative fee. It is anticipated that the increase in numbers will provide a greater discount for staff.

Year	Gross saving	Implementation cost	Net saving
2013/14	£0.005m	£0	£0.005m

Proposal 6 – Church Parking Permits (withdrawal of benefit)

Since the introduction of Sunday parking charges in the late 1990s we have issued free permits for city centre churches to issue to their congregation. Permits are valid all day and can be used at on-street pay & display bays and in our car parks.

Over recent years the demand for permits has increased and there are currently 1200 distribution across the city centre.

Permits are renewed at various dates through the year. It is therefore proposed to stop issuing the permits in preparation for the 2014/15 financial year with all renewals in 2013/14 valid until 31 March 2014.

The overall impact will be mitigated by the Sunday parking tariff which is £2 for the entire day in all our car parks.

There will be no capital costs or staffing implications associated with the proposal.

Year	Gross saving	Implementation cost	Net saving
2014/15	£0.025m	£0	£0.025m

Proposal 7 – Parking Permit Increases

Permit parking schemes have been operational across the city for nearly 20 years and these schemes have removed commuter parking and improved road safety, improving living conditions for residents. The schemes have also ensured that businesses have access to their premises with priority parking. In total there are approximately 18,000 permits in circulation.

The cost of resident permits has been relatively static since implementation. The cost of the 1st resident permit has increased by £2 (to £22) in 20 years with around 86% of households holding a single resident permit. A 2nd permit costs £42 and a visitor permit costs £15. These increases were implemented during April 2011.

Business permits are priced at £87, £170 and £583 per annum for the first two permits depending on location.

The proposal is to increase all permits (including resident, visitor and business permits).

It is proposed to freeze permit charges for carers (“public authority permits” - such as the NHS and other private care operatives) to ensure minimal impact on those residents that require higher levels of support and social care.

At the minute we offer a 50% discount on the price of permits for electric vehicles (EVs) and other low emission vehicles. As part of the proposal we will now provide permits for these vehicles free of charge. This will support the Council’s EV programme and support the extensive recharge points across the region. The reduced income would be off-set against the proposed increase for other permits.

The cost of supplementary day permits (scratchcards) which are mainly used for special events (e.g. children’s birthday parties) will also be frozen to minimize impact on families.

By 2016 the permit schemes will continue to protect parking for residents and offer some priority parking against a number of competing demands.

Permit charges will be increased upon permit renewals during 2013/14 financial year.

The costs associated with the changes will be the associated press notices estimated at £2000. There will be no impact on staff.

Year	Gross saving	Implementation cost	Net saving
2013/14	£0.032m	£0	£0.032m

Proposal 8 - "Alive After 5"

In October 2010 we developed a joint initiative with NE1 Business Improvement District to provide free parking in our multi storey car parks from 5pm. The purpose of the initiative was to help bridge the gap between the daytime and evening economy to support late night shopping in the city centre. Research by NE1 indicates that businesses have reported an increased footfall during the evening opening hours.

The initiative meant that the hourly charge for parking between 5-6pm was removed (charges vary by location and range between 50p-£1.80 per hour) together with the evening charge of 25p per hour between 6-10pm.

It is estimated that the initiative reduces parking income by about £300,000 per year although this is reduced by a contribution of £150,000 from NE1.

It is proposed to discuss ways to reduce our contribution to Alive After 5 with NE1 whilst maintaining support for the late night shopping in the city centre.

Year	Gross saving	Implementation cost	Net saving
2013/14	£0.050m	£0	£0.050m

Looking Forward

Car Parking Assets

We will establish the value of our key car parks and consider the benefits of selling them. This however will have to be set against the impact of the city centre economy.

Management Information

It is proposed to put new software into ticket machines which will provide improved management information relating to income, occupancy and duration of stay. The system will also improve financial reconciliation and real time fault reporting which will help deliver efficiencies, improve security and reduce potential loss of income through faulty machines.

Technology

We are exploring the option and cost of installing Chip & PIN to some areas which will improve choice and convenience for customers. In addition we are exploring whether a form of E- Permit is available to assist with the permit application and renewal process, as the current process takes up a lot of staff time. It will also provide greater convenience for residents.

Financial cost/benefit analysis

	Gross saving	Implementation cost	Net saving
2013/14	£0.447m	£0.050m	£0.397m
2014/15	£0.225m	£0	£0,225m
2015/16	£0	£0	£0
TOTAL	£0.672m	£0.050m	£0.622m

Year	Split of net savings			Workforce reduction	
	Efficiency	Income	Other	No. FTEs	% workforce
2013/14		£0.397m		0	
2014/15		£0.225m		0	
2015/16		£0m		0	

We are legally required to set a one-year budget only. The figures for 2014/15 and 2015/16 should be regarded as indicative at this stage. Firmer figures for 2014/15 and 2015/16 will be published in November 2013 and November 2014 respectively

1.3 Ward/geographical impact

The proposals cover all wards however the City Centre and those wards with resident parking schemes are affected most.

2. Evidence and research – identifying need

Information source	What has this told you?
Review of current Car Park Charges	Parking charges in Newcastle are very competitive and provide value for money in comparison to private operators. E.g. NCP, RVI Multi Storey.
Department of Transport	A number of core cities currently enforce bus lanes with CCTV and have established that it is a more efficient means of regulating priority lanes
Monthly Income Reports	These reports provide income data by car park and allow analysis of what car parks are being used the most and if there is any downturn in use, month by month and year on year.
Review of parking permits on the Core Cities	This has shown that our fees fall around the middle of the span of charges made by other core cities of residents and business parking permits.

3. Engagement

Date of engagement	Details of whom you have or will engage with	Number of people invited/attended	Main issues raised
TBA	Staff		
TBA	NE1		
TBA	City Centre Business Forum		
TBA	Nexus		
TBA	City Centre Churches		
TBA	Residents		
TBA	Emergency Services and other road user groups		
TBA	Ward members and MPs		

Comments:

4. Assessing the impact

Impact for (staff or service users)	Assess the impact of the proposal(s) on the following specific groups and any others you can identify	Impact (actual/potential disadvantage, beneficial outcome or none)	Detail of the Impact	How will you address this or mitigate any disadvantage?
			Could the proposal(s) lead to any groups being disadvantaged or treated unfairly? Please explain why. Could the proposal reduce inequalities or disadvantage? Please explain how.	
People with protected characteristics:				
	Younger people and older people (age)	None identified		
Service users	Disabled people	Beneficial outcome	We have taken the decision not to charge blue badge holders for parking in accessible bays in council owned car parks currently.	
	Carers	None identified		
	People who are married or in civil partnerships	None identified		
	Sex or Gender (Includes Transgender, pregnancy and maternity)	None identified		
	People's sexual orientation	None identified		
	People of different races	None identified		
Service users	People who have different religions or beliefs	Potential Disadvantage	Proposal 6. Church Permits Removal of the benefit re church permits.	<ul style="list-style-type: none"> • To be fair and equitable to all religious groups. • Due to the increase and current financial position the council is no longer able to provide the passes free of charge. • For those with disability issues parking

				<p>spaces are provided and there are still no charges for blue badge holders.</p> <ul style="list-style-type: none"> • Good transport links are provided for those wishing to use public transport as an alternative. • The Council offers significant discounts for parking on a Sunday, currently £2 all day charge.
People vulnerable to socio-economic disadvantage:				
	People living in deprived areas	Actual/Potential Disadvantage	<p>Proposal 7. Permit Increases</p> <p>Permit parking has been implemented in the Elswick area and this could have an impact on those living here.</p>	<ul style="list-style-type: none"> • Parking permits are currently paid for by Newcastle College until 2017.
Service users	People in low paid employment, or in households with low incomes	Actual/Potential Disadvantage	<p>Proposal 1. City Centre Tariff Increases</p> <p>Proposal 3. Introduction of Evening Charges</p> <p>Proposal 7. Permit Increases</p> <p>Proposal 8. 'Alive After 5' removal/part removal of benefit</p> <p>Any increase in charges will affect households on lowest incomes disproportionately.</p>	<p>It is felt that the increase in charges can be justified/mitigated as:</p> <ul style="list-style-type: none"> • It is proposed to freeze permit charges for carers to ensure minimal impact on those residents that require higher levels of support and social care. • Parking charges within Newcastle are very competitive and provide value for money in comparison to private operators. • A charge increase has not been introduced in the multi story and surface car parks to allow more affordable parking for those requiring longer stay. • Parking outside of the RVI hospital still remains cheaper than parking in the RVI Multi Storey. • There are no charges for blue badge

				<p>holders.</p> <ul style="list-style-type: none"> • Good transport links are provided for those wishing to use public transport as an alternative. • Current NCC initiatives include alternative travel which looks at different ways to travel to Newcastle United matches, car sharing, car clubs, cycling, park and ride, scratch bikes etc.
Service users	People facing barriers to gaining employment, such as low levels of educational attainment	Actual/Potential Disadvantage	<p>Proposal 1. City Centre Tariff Increases Proposal 3. Introduction of Evening Charges Proposal 7. Permit Increases Proposal 8. 'Alive After 5' removal/part removal of benefit</p> <p>Any increase in the charges may create a barrier into employment for vulnerable workers living outside the city but working within the City Centre.</p>	<ul style="list-style-type: none"> • Parking charges within Newcastle are very competitive and provide value for money in comparison to private operators. • The Council offers discounted all day parking in a number of car parks to cater for long stay parking. • For those that require regular access there are a range of discounted annual passes that can be paid for over 10 monthly instalments. • There are currently no proposals to increase annual city centre permits. • A charge increase has not been introduced in the multi story and surface car parks to allow more affordable parking for those requiring longer stay. • There are no charges for blue badge holders. • Good transport links are provided for those wishing to use public transport as an alternative. • Current NCC initiatives include alternative travel which looks at different ways to travel to Newcastle United matches, car sharing, car clubs, cycling,

				park and ride, scratch bikes (bike sharing) etc.
	Looked after children	None identified		
	People facing multiple deprivation, through a combination of factors such as poor health (physical or mental) or poor housing/homelessness	None identified		
Businesses:				
Service users	Businesses providing current or future jobs in the city	Actual/Potential Disadvantage	<p>Proposal 7. Permit Increases. Proposal 8. 'Alive After 5' removal/part removal of benefit. Proposal 3. Introduction of Evening Charges.</p> <p>Any increase in charge may effect people's decision to come into the City.</p>	<p>Specific to proposal 8. Alive After 5</p> <ul style="list-style-type: none"> • To help maintain support for late night shopping an option would be to provide promotional free evening parking e.g. Christmas, Newcastle Restaurant Week, New Years Eve Fireworks <p>Specific to proposal 7. Permit Increases</p> <ul style="list-style-type: none"> • The current arrangements offer businesses some priority to park near their premises. There is no impact on loading and unloading. • There are currently no proposals to increase the charge for the day permits for businesses. • Parking charges within Newcastle are very competitive and provide value for money in comparison to private operators who charge 24/7. • A charge increase has not been

				<p>introduced in the multi story car parks to allow more affordable parking for those requiring longer stay.</p> <ul style="list-style-type: none"> • There are still no charges for blue badge holders currently. • Good transport links are provided for those wishing to use public transport as an alternative. • Current NCC initiatives include altoonative travel which looks at different ways to travel to Newcastle United matches, car sharing, cycling, park and ride, scratch bikes (bike sharing) etc.
Other potential or specific impacts:				
	Cumulative or cross cutting impacts. Impacts that may affect numerous groups or whole populations.	None identified		
The impact on community cohesion:				
Assess the impact of the proposal(s) on community cohesion	Impact (actual/potential disadvantage/tension, beneficial outcome or none)	Detail of the Impact		If the answer is yes to any of the questions or you're not sure, how will you address this?
Community Cohesion	None identified			

The impact on community safety:			
Assess the impact of the proposal(s) on community safety	Impact (actual/potential negative impact, beneficial outcome or none)	Detail of the Impact Could the proposal affect actual levels of crime and/or anti-social behaviour? Could the proposal affect the fear of crime, the perception of crime or community confidence in an area? Could the proposal affect road traffic accidents?	How will you address this or mitigate any negative impact?
Community Safety	None identified		
The impact on the environment:			
Assess the impact of the proposal(s) on the environment	Impact (actual/potential detrimental impact, beneficial outcome or none)	Detail of the Impact Could the proposal cause a large change in environmental condition? Could the proposal affect the protection of or access to the natural environment? Could the proposal impact on energy use and/or other factors contributing to climate change?	How will you address this or mitigate any negative impact?
Environment	Beneficial	<p>Proposal 7. Permit Increases. It is also proposed to increase discounts for Electric Vehicles (EVs) and other low emission vehicles.</p> <p>Proposal 2. Bus Lane Enforcement</p>	<ul style="list-style-type: none"> • The introduction of free permits for Electric Vehicles and other low emission vehicles help promote the viability of more environmentally friendly vehicles, thereby improving air quality. • Improved enforcement of priority bus lanes will support bus operators meeting critical timetables and improve road safety for more vulnerable road users such as cyclists.

Integrated Impact Assessment Review

This proposal and Integrated Impact Assessment will be reviewed and updated when consultation ends on 1 February 2103. It will take into account feedback from consultation. This table will be completed then.

Review Date:

Officer:

Provide an update on how the proposal has progressed.

Provide an update for each actual/ potential areas of disadvantage you identified in section 4 of the Impact Assessment.

Detail of the Impact	Actions identified in Section 4	Who is responsible for this?	When will the action be complete?	Update