

Equality Impact Assessment



London Borough of Hackney Equality Impact Assessment Form

Title and purpose of this Equality Impact Assessment:

Introduction of a minimum time for short stay parking

Purpose of this Equality Impact Assessment:

The purpose of this exercise is to assess the impacts of the introduction of a minimum time period for short stay parking in Hackney on residents, businesses, and persons with protected characteristics.

Officer Responsible: *(to be completed by the report author)*

Name: Michael Benn	Ext: 3469
Directorate: Public Realm	Department/Division: Parking Services

Corporate Director: Aled Richards

Date: 15/11/2021

Comment : N/A

1. Please summarise the service, function, policy, initiative or saving.

The introduction of a minimum short stay parking session of 1 hour, in order to ensure that across the vast majority of the borough the cost of paying to park is more than the cost of the equivalent journey taken by public transport, which will discourage the use of cars for short journeys and incentivise more people to walk, cycle or use public transport.

2. Who are the main people that will be affected?

Visitors from outside the borough (for both leisure and work purposes) - Data from our cashless parking provider Ringo has shown that 90% of sessions bought in Hackney are by visitors from outside of the borough.

Local residents – 7,612 shared use parking bays in Hackney (16% of all bays in Hackney) can be used by both local residents, business permit holders, and short-stay parking visitors. For residents who live in areas with shared use parking bays, the proposed changes, which officers anticipate will lead to a reduction in demand for short-stay parking, may help alleviate local parking stress for residents.

Blue badge holders – for the same reasons outlined for residents above, a reduction in demand for short-stay parking will lead to a corresponding increase in the availability of parking for blue badge holders who are entitled to park for free in shared use spaces with their blue badge.

Local businesses - Local businesses may also be impacted, with the minimum time potentially increasing dwell time from visitors, which may increase their spending per visit, but also risking the potential discouragement of shoppers who may be put off by the increased cost of parking.

The table below sets out the protected characteristics and how the proposals could potentially impact people who possess these characteristics.

Protected Characteristic	How changes to the minimum time period for parking session could affect them.
Age	<p>Older people may be disproportionately more likely to have mobility problems and rely on their cars (and therefore the ability to park) for transport.</p> <p>The anticipated reduction in short stay parking sessions of under 1 hour (est'd to be a 30% reduction, equivalent to 60,000 sessions a year) may make it easier for those who rely on their car to find parking close to their destination.</p>
Disability	<p>Disabled residents (and particularly those with physical disabilities who face mobility challenges or blind people who may experience difficulties navigating the street scene) may be impacted by the amount of parking spaces available for their use or how parking controls are designed.</p> <p>The anticipated reduction in short stay parking sessions of under 1 hour (est'd to be a 30% reduction, equivalent to 60,000 sessions a year) may make it easier for those who rely on their car to find parking close to their destination, particularly for blue badge holders, who can park in short stay bays using their badge.</p>
Gender reassignment	<p>The proposed changes will not have any particular impact on this protected characteristic.</p>

Marriage and Civil Partnership	The proposed changes will not have any particular impact on this protected characteristic.
Pregnancy and maternity	The proposed changes will not have any particular impact on this protected characteristic.
Race	The proposed changes will not have any particular impact on this protected characteristic.
Religion/belief (including non-belief)	The proposed changes will not have any particular impact on this protected characteristic.
Sex	The proposed changes will not have any particular impact on this protected characteristic.
Sexual Orientation	The proposed changes will not have any particular impact on this protected characteristic.

3. What research or consultation(s) have been carried out?

Benchmarking of minimum short stay parking durations found that 7 other boroughs already have a minimum time in place:

- LB Tower Hamlets (30min)
- LB Hammersmith & Fulham (30min)
- LB Croydon (30min)
- LB Bexley (30min)
- LB Merton (20min)
- LB Camden (15mins)
- LB Haringey (15min).

1.2. The remainder of London Boroughs who responded offer lower time periods, with bookings by the minute available in Islington, Wandsworth, Richmond, Kingston, and 3 minute multiples in Brent.

4. Equality Impacts

4 (a) What positive impact could there be overall on different equality groups and on cohesion and good relations?

The introduction of a minimum time period for short-stay parking, will have beneficial impacts for local residents and businesses in areas served by shared use bays, which make up 20,000 spaces across Hackney.

In these areas, the anticipated reduction in short-stay parking sessions of under one hour that officers believe will occur as a result of these changes will free up parking spaces for other users in the area, including residents, businesses, and blue badge holders.

Local businesses may also benefit, as the minimum time may lead to an increase in the dwell time from visitors, which may increase their spending per visit.

4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?

It is expected that some businesses will be concerned that the instruction of a minimum time period may discourage shoppers due to the increase in charges for short durations.

However, analysis of available research undertaken for London Councils on the relationship between parking and the success of urban centres in 2012 found that a well managed parking scheme, where spaces 'turn over' frequently can help to increase the number of visitors coming to a town centre and thereby help business.

It also found that shopkeepers consistently overestimate the share of their customers coming by car. In some cases, this is by a factor of as much as 400%.

In London, as well as other cities, the share of those accessing urban centres on foot or by public transport is much greater.

Walking is the most important mode for accessing local town centres; walkers and bus users spend more over a week or a month than drivers. In 2011, in London town centres, walkers spent £147 more per month than those travelling by car.

It also found that a good mix of shops and services and a quality environment are some of the most important factors in attracting visitors to town centres, and that if both these are poor, then changes to parking or accessibility are very unlikely to make a town centre more attractive.

Nonetheless, we recognise the importance of supporting local businesses, many of whom have been severely impacted by the pandemic, and will look to consider amending local parking restrictions, including the maximum stay to encourage turnover, and variations on the minimum time period, where it is appropriate to do so.

The proposals may also affect groups who are more likely to be reliant on cars, such as larger families. However, parking rules already allow for loading and unloading to take place, which is enforced by ensuring that all vehicles are observed for 5 minutes to assess whether loading and unloading is taking place. As a result of this, officers believe that the likelihood of there being a negative impact on such groups will be negligible.

5. Equality and Cohesion Action Planning

Please list specific actions which set out how you will address equality and cohesion issues identified by this assessment. For example,

- Steps/ actions you will take to enhance positive impacts identified in section 4 (a)
- Steps/ actions you will take to mitigate the negative impacts identified in section 4 (b)
- Steps/ actions you will take to improve information and evidence about a specific client group, e.g. at a service level and/or at a Council level by informing the policy team (equality.diversity@hackney.gov.uk)

All actions should have been identified already and should be included in any action plan connected to the supporting documentation, such as the delegated powers report, saving template or business case. You need to identify how they will be monitored. The Assistant Director is responsible for their implementation.

No	Issue	Actions	How actions will be monitored	Timescales / Milestones	Lead Officer
1	Positive impact of minimum time on availability of parking for blue badge holders and older people	The impact of the changes will be monitored, to assess the impact they have on local demand for visitor parking.	Regular analysis of short stay parking sessions using RingGo data	Quarterly	Carly Norris
2	Positive / negative impact on minimum time on availability and turnover of visitor parking and impact on local businesses	<p>The impact of the changes will be monitored, to assess the impact they have on local demand for visitor parking.</p> <p>Variations in the standardised hours, together with the maximum parking time restrictions will be considered to make sure that local parking works for local users, residents and businesses.</p>	<p>Regular analysis of short stay parking sessions using RingGo data</p> <p>Feedback from local businesses</p>	<p>Quarterly</p> <p>Ad hoc</p>	Carly Norris