

APPENDIX 1

Shropshire Equality and Social Inclusion Impact Assessment (ESIIA)

Name of Service Change:

Parking Tariff Consultation

The What and the Why:

The Shropshire Council Equality and Social Inclusion Impact Assessment (ESIIA) approach helps to identify whether or not any new or significant changes to services, including policies, procedures, functions or projects, may have an adverse impact on a particular group of people, and whether the human rights of individuals may be affected.

This assessment encompasses consideration of social inclusion. This is so that we are thinking as carefully and completely as possible about all Shropshire groups and communities, including people in rural areas and people we may describe as vulnerable, for example due to low income or to safeguarding concerns, as well as people in what are described as the nine 'protected characteristics' of groups of people in our population, eg Age. We demonstrate equal treatment to people who are in these groups and to people who are not, through having what is termed 'due regard' to their needs and views when developing and implementing policy and strategy and when commissioning, procuring, arranging or delivering services.

It is a legal requirement for local authorities to assess the equality and human rights impact of changes proposed or made to services. Carrying out ESIIAs helps us as a public authority to ensure that, as far as possible, we are taking actions to meet the general equality duty placed on us by the Equality Act 2010, and to thus demonstrate that the three equality aims are integral to our decision making processes. These are: eliminating discrimination, harassment and victimisation; advancing equality of opportunity; and fostering good relations.

The How:

The guidance and the evidence template are combined into one document for ease of access and usage, including questions that set out to act as useful prompts to service areas at each stage. The assessment comprises two parts: a screening part, and a full report part.

Screening (Part One) enables energies to be focussed on the service changes for which there are potentially important equalities and human rights implications. If screening indicates that the impact is likely to be positive overall, or is likely to have a medium or low negative or positive impact on certain groups of people, a full report is not required. Energies should instead focus on review and monitoring and ongoing evidence collection, enabling incremental improvements and adjustments that will lead to overall positive impacts for all groups in Shropshire.

A **full report (Part Two)** needs to be carried out where screening indicates that there are considered to be or likely to be significant negative impacts for certain groups of people, and/or where there are human rights implications. Where there is some uncertainty as to what decision

to reach based on the evidence available, a full report is recommended, as it enables more evidence to be collected that will help the service area to reach an informed opinion.

Shropshire Council Part 1 ESIIA: initial screening and assessment

Please note: prompt questions and guidance within boxes are in italics. You are welcome to type over them when completing this form. Please extend the boxes if you need more space for your commentary.

Name of service change

**Parking Tariff Changes
November 2024**

Aims of the service change and description

The parking service has proposed tariff and other changes including:-

- 1) Increased charges**
 - a) on-street.**
 - b) off-street (car park)**
 - c) season tickets**
 - d) Sunday/Bank Holidays**
 - e) Evening charges on- and off-street in Shrewsbury**

There are several aims which can be summarized as: -

- 1) Reduction in motor traffic resulting in –**
 - (a) reduced vehicle emissions**
 - (b) a more pleasant environment for pedestrians and cyclists**
 - (c) reduced congestion.**
 - (d) more reliable bus route timetabling**
- 2) Transfer of parking activity in Shrewsbury from the centre to the fringe and outer areas as the mechanism for achieving 1) above**
- 3) Support for the Park and Ride service**
- 4) Support for the objectives of the Shrewsbury Moves initiative**

The Road Traffic Regulation Act 1984 requires that motorists (and others) are notified when there is a change to an existing tariff.

The Road Traffic Regulation Act 1984 lays out a defined consultation process whereby motorists are consulted and can object to changes which are considered by Cabinet or delegated powers. This relates to a change in tariffs or change in conditions such as extended hours of operation (eg evenings or possibly new Sunday tariffs)

The consultation results are now being considered by Cabinet following which approved changes will be implemented

Potential impact on Protected Characteristic groups and on social inclusion

Guidance notes on how to carry out the initial assessment

Using the results of evidence gathering and specific consultation and engagement, please

consider how the service change as proposed may affect people within the nine Protected Characteristic groups and people at risk of social exclusion.

1. Have the intended audiences and target groups been consulted about:
 - their current needs and aspirations and what is important to them;
 - the potential impact of this service change on them, whether positive or negative, intended or unintended;
 - the potential barriers they may face.
2. If the intended audience and target groups have not been consulted directly, have representatives been consulted, or people with specialist knowledge, or research explored?
3. Have other stakeholder groups and secondary groups, for example carers of service users, been explored in terms of potential unintended impacts?
4. Are there systems set up to:
 - monitor the impact, positive or negative, intended or intended, for all the different groups;
 - enable open feedback and suggestions from a variety of audiences through a variety of methods.

Items 1-4

Tariff Change Consultation

There is no specific audience or target group for tariff changes, other than the general motorist/public and they have been consulted by means of the legally defined processes in the Road Traffic Regulation Act 1984.

Consulting all Protected Characteristic or Interest groups individually who might be affected by the motor vehicle is so expansive a task as to be impractical. Likewise, monitoring impacts other than on a general motorist/public basis is too expansive to contemplate.

Objections could have been made by anyone. The Council is obliged to consider all objections.

5. Are there any Human Rights implications? For example, is there a breach of one or more of the human rights of an individual or group?

There are no breaches of the Human Rights conventions

6. Will the service change as proposed have a positive or negative impact on fostering good relations?

No more or less so than the impacts on those without a Protected Characteristic

7. Will the service change as proposed have a positive or negative impact on social inclusion?

As with all matters which have a commercial element there is a risk that the more affluent members of society will be less affected than the less affluent. But that could also be said of the current tariffs.

Guidance on what a negative impact might look like

High Negative	Significant potential impact, risk of exposure, history of complaints, no mitigating measures in place or no evidence available: urgent need for consultation with customers, general public, workforce
Medium Negative	Some potential impact, some mitigating measures in place but no evidence available how effective they are: would be beneficial to consult with customers, general public, workforce
Low Negative	Almost bordering on non-relevance to the ESIIA process (heavily legislation led, very little discretion can be exercised, limited public facing aspect, national policy affecting degree of local impact possible)

Initial assessment for each group

Please rate the impact that you perceive the service change is likely to have on a group, through inserting a tick in the relevant column.

These assessments are in addition to the response to question 7 above about the financial standing of individual members of society.

Protected Characteristic groups and other groups in Shropshire	High negative impact <i>Part Two ESIIA required</i>	High positive impact <i>Part One ESIIA required</i>	Medium positive or negative impact <i>Part One ESIIA required</i>	Low positive or negative impact <i>Part One ESIIA required</i>
All Groups			Parking Charges are part of the cost of motoring, helping the Council to improve the car park facilities and maintain the historical social benefits such as bus passes for the old and disabled.	
Age (please include children, young people, people of working age, older people. Some people may belong to more than one group e.g. young person with disability)				No reason to suggest either a positive or negative impact

Disability (please include: mental health conditions and syndromes including autism; physical disabilities or impairments; learning disabilities; Multiple Sclerosis; cancer; HIV)			Spaces near the destination are more likely to be available	<p>Blue Badge holders may park free of charge in on-street parking places or on yellow lines if appropriate.</p> <p>A free hour is also added to any purchased time in a car park</p> <p>As is the case currently, the less mobile (regardless of age) may not have the choice to use cheaper car parks outside the River Loop.</p>
Gender re-assignment (please include associated aspects: safety, caring responsibility, potential for bullying and harassment)				No reason to suggest either a positive or negative impact
Marriage and Civil Partnership (please include				No reason to suggest either a positive or negative impact

associated aspects: caring responsibility, potential for bullying and harassment)				
Pregnancy & Maternity (please include associated aspects: safety, caring responsibility, potential for bullying and harassment)			Spaces near the destination are more likely to be available	
Race (please include: ethnicity, nationality, culture, language, gypsy, traveller)				No reason to suggest either a positive or negative impact
Religion and belief (please include: Buddhism, Christianity, Hinduism, Islam, Judaism, Non conformists; Rastafarianism; Sikhism, Shinto, Taoism, Zoroastrianism, and any others)				<p>Parking on Sunday will be subject to a new charge in some areas. This will match the one-hour charge on a weekday but cover the whole day.</p> <p>Sunday worship will still be considerably cheaper than</p>

				congregation on other days
Sex (please include associated aspects: safety, caring responsibility, potential for bullying and harassment)				No reason to suggest either a positive or negative impact
Sexual Orientation (please include associated aspects: safety; caring responsibility; potential for bullying and harassment)				No reason to suggest either a positive or negative impact
Other: Social Inclusion (please include families and friends with caring responsibilities; people with health inequalities; households in poverty; refugees and asylum seekers; rural communities; people you consider to be vulnerable)				Carers (usually in receipt of a carers allowance) are eligible for a carers waiver at minimal cost. Those without vehicles will not be affected. Rural dwellers will face the same choices as any other person as to where to park, if to park or whether to use alternative transport.

Decision, review and monitoring

Decision	Yes	No
Part One ESIIA Only?	√	
Proceed to Part Two Full Report?		√

If Part One, please now use the boxes below and sign off at the foot of the page. If Part Two, please move on to the full report stage.

Actions to mitigate negative impact or enhance positive impact of the service change

The existing benefits to Blue Badge Holders are unaffected, so free parking is available on-street for 3 hours or at suitable yellow lines. In off-street car parks they will also retain the free hour of parking added to their purchased time. The charges will therefore have a much more limited effect on the Disabled than on the general motorist.

The existing benefits to Carers (usually in receipt of a carers allowance) are unaffected so they are still eligible for a carers waiver for £15 pa. These will be issued on the basis of an agreed location and a stay of upto 2 hours.

Parking income contributes to the social inclusion of the elderly and disabled as a large amount of the income has historically been used to provide concessionary bus passes and other public transport services.

Actions to review and monitor the impact of service change

As a commercial element of the Council's duties, monitoring will include changes to

1. number of parking events,
2. location,
3. duration,
4. payment methods
5. average car park occupancy
6. peak car park occupancy
7. income etc

It will not include items such as


8. The protected characteristics of the motorist/passengers
9. The origin of trips

Liaison will be maintained with the Park and Ride service

Scrutiny at Part One screening stage

People involved	Signatures	Date
<i>Lead officer carrying out the screening</i>		
<i>Any internal support</i>		
<i>Any external support</i>		
<i>Head of service</i>		

Sign off at Part One screening stage

Name	Signatures	Date
Andy Wilde		27/11/24

