

Cyngor Sir Powys County Council

Impact Assessment (IA)

The integrated approach to support effective decision making



Please read the accompanying guidance before completing the form.

This **Impact Assessment (IA)** toolkit, incorporates a range of legislative requirements that support effective decision making and ensure compliance with all relevant legislation. **Draft versions of the assessment should be watermarked as “Draft” and retained for completeness. However, only the final version will be made publicly available. Draft versions may be provided to regulators if appropriate. In line with Council policy IAs should be retained for 7 years.**

Service Area	HTR	Head of Service	Adrian Jervis	Director	Nigel Brinn	Portfolio Holder	Phyl Davies
Proposal	Car park charge review						
Outline Summary / Description of Proposal							
The council’s car parks provide significant income to the Highways Service and is generated from Pay & Display, permits (residential / seasonal) and penalty charge notices (off & on Street).							
The provision for a saving or increased net income of £200K for car park income has been identified for the 2019/20 financial year. The scope of the project is to explore, review and assess how this can be achieved within the car parking service.							
One suggestion is to rationalise car park charges as the existing tariff matrix is complex with many a high number of differing tariff for various types of vehicle. Rationalising the charges should therefore make the tariffs simpler and reduce some confusion between the vehicle types.							

1. Version Control (services should consider the impact assessment early in the development process and continually evaluate)

Version	Author	Job Title	Date
1	Tony Caine	Traffic and travel manager	30/08/2018

2. Profile of savings delivery (if applicable)

2018-19	2019-20	2020-21	2021-22	2022-23	TOTAL
	£200k				£200k

3. Consultation requirements

Consultation Requirement	Consultation deadline/or justification for no consultation
No consultation required (please provide justification)	Changing car park charges is covered by set legal process

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4. Impact on Other Service Areas

Does the proposal have potential to impact on another service area? (Including implication for Health & Safety and Corporate Parenting)
PLEASE ENSURE YOU INFORM / ENGAGE ANY AFFECTED SERVICE AREAS AT THE EARLIEST OPPORTUNITY

It is not expected that the proposal will affect other services areas of the Council.

5. How does your proposal impact on the council's strategic vision?

Council Priority	How does the proposal impact on this priority?	IMPACT Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	IMPACT AFTER MITIGATION Please select from drop down box below
The Economy We will develop a vibrant economy	The increase in charges may reduce visitors to local towns.	Poor	Discounted permits are available for regular car park users. The permits equate to £4.80 per week which is the equivalent of just over 1 days parking per week.	Poor
Health and Care We will lead the way in effective, integrated rural health and care	N/A	Choose an item.		Choose an item.
Learning and skills We will strengthen learning and skills	N/A	Choose an item.		Choose an item.
Residents and Communities We will support our residents and communities	Increases in parking charges may deter people from visiting towns to access services	Poor	Discounted permits are available for regular car park users. The permits equate to £4.80 per week which is the equivalent of just over 1 days parking per week.	Poor

Source of Outline Evidence to support judgements

Welsh Government research - Assessing the Impact of Car Park Charges on town Centre Footfall, March 2015 reported *the general availability of spaces is felt by visitors to be more important than cost in their overall decision about visiting and that Whilst a 'blanket' free parking strategy has been suggested to encourage more car park users, these were generally found not to benefit target visitors ... and consequently had an unexpectedly negative impact on footfall.* <http://gov.wales/docs/caecd/research/2015/150610-assessing-impact-car-parking-charges-town-centre-footfall-en.pdf>

6. How does your proposal impact on the Welsh Government's well-being goals?

Well-being Goal	How does proposal contribute to this goal?	IMPACT Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	IMPACT AFTER MITIGATION Please select from drop down box below
<p>A prosperous Wales: An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.</p>	<p>Whilst the WG report concludes charges do not impact upon footfall in Town Centres, increasing charges potentially may result in some users considering more sustainable modes of transport and encourage active travel for short journeys as opposed to making the journey by car. This may therefore support the objectives of the Active Travel [Wales] Act 2013. However, the proposal may impact greater on those of low income and may affect people's choice in entering employment within the affected towns.</p>	<p>Poor</p>	<p>Annual or seasonal permits are available for use in all long stay car parks. These offer substantial discounts to regular users over the daily charges.</p>	<p>Poor</p>
<p>A resilient Wales: A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).</p>	<p>N/A</p>	<p>Choose an item.</p>		<p>Choose an item.</p>
<p>A healthier Wales: A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.</p>	<p>Increasing charges may result in some users considering more sustainable modes of transport and encourage active travel for short journeys as opposed to making the journey by car. This may therefore support the objectives of the Active Travel [Wales] Act 2013 to encourage people to leave their cars behind and walk/cycle where suitable to do so.</p>	<p>Good</p>		<p>Choose an item.</p>

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A Wales of cohesive communities: Attractive, viable, safe and well-connected Communities.	N/A	Choose an item.		Choose an item.
A globally responsible Wales: A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.	Introducing charges may result in some users considering more sustainable modes of transport and encourage active travel for short journeys as opposed to making the journey by car. This could assist in reducing carbon emissions reducing our carbon footprint.	Good		Choose an item.
A Wales of vibrant culture and thriving Welsh language: A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.				
Opportunities for persons to use the Welsh language, and treating the Welsh language no less favourable than the English language	No real impact - the service would continue as before.	Neutral	Service would remain the same	Neutral
Opportunities to promote the Welsh language	N/A	Choose an item.		Choose an item.
Welsh Language impact on staff	N/A	Choose an item.		Choose an item.
People are encouraged to do sport, art and recreation.	N/A	Choose an item.		Choose an item.
A more equal Wales: A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).				
Age	All age groups will be effected.	Neutral		Choose an item.
Disability	This element of the proposal has no impact upon blue badge holders.	Neutral		Choose an item.
Gender reassignment	N/A	Choose an item.		Choose an item.
Marriage or civil partnership	N/A	Choose an item.		Choose an item.
Race	N/A	Choose an item.		Choose an item.
Religion or belief	N/A	Choose an item.		Choose an item.
Sex	N/A	Choose an item.		Choose an item.
Sexual Orientation	N/A	Choose an item.		Choose an item.

Pregnancy and Maternity	N/A	Choose an item.	Choose an item.
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Source of Outline Evidence to support judgements
.none

7. How does your proposal impact on the council's other key guiding principles?

Principle	How does the proposal impact on this principle?	<u>IMPACT</u> Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	<u>IMPACT AFTER MITIGATION</u> Please select from drop down box below
Sustainable Development Principle (5 ways of working)				
Long Term: Looking to the long term so that we do not compromise the ability of future generations to meet their own needs.	Short term budget need to be balanced otherwise this will have a knock on effect long term. .	Good	Discounted permits are available for regular car park users. The permits equate to £4.80 per week which is the equivalent of just over 1 days parking per week	Neutral
Collaboration: Working with others in a collaborative way to find shared sustainable solutions.	N/A	Choose an item.		Choose an item.
Involvement (including Communication and Engagement): Involving a diversity of the population in the decisions that affect them.	The increase in charges will affect all user groups equally	Neutral	The proposal includes offering a concession for blue badge holders.	Neutral
Prevention: Understanding the root causes of issues to prevent them from occurring.	Proposal may increase inconsiderate or illegal parking within the surrounding area and thus have an increased call for enforcement by the Police to take action for obstruction or dangerous parking. Displaced vehicles may migrate on street in residential areas reducing availability for those residents and their visitors.	Poor	Proportionate and targeted enforcement provided to deter the practice occurring. Displaced vehicles may over the long term return to the car parks where parking is likely to be easier and more conveniently located. Additionally residents parking schemes are available which may prevent this from being an issue.	Neutral

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Principle	How does the proposal impact on this principle?	IMPACT Please select from drop down box below	What will be done to better contribute to positive or mitigate any negative impacts?	IMPACT AFTER MITIGATION Please select from drop down box below
Integration: Taking an integrated approach so that public bodies look at all the well-being goals in deciding on their well-being objectives.	N/A	Choose an item.		Choose an item.
Preventing Poverty: Prevention, including helping people into work and mitigating the impact of poverty.	Proposal may impact greater on those of low income and may affect people's choice in entering employment within the affected towns.	Poor	Discounted permits are available for regular car park users. The permits equate to £4.80 per week which is the equivalent of just over 1 days parking per week	Poor
Unpaid Carers: Ensuring that unpaid carers views are sought and taken into account	N/A	Choose an item.		Choose an item.
Safeguarding: Preventing and responding to abuse and neglect of children, young people and adults with health and social care needs who can't protect themselves.	N/A	Choose an item.		Choose an item.
Impact on Powys County Council Workforce	N/A	Choose an item.		Choose an item.
Source of Outline Evidence to support judgements				
None.				

8. What is the impact of this proposal on our communities?

Severity of Impact on Communities	Scale of impact	Overall Impact
Low	Low	Low

Mitigation
Discounted permits are available for regular car park users. The permits equate to £4.80 per week which is the equivalent of just over 1 days parking per week

9. How likely are you to successfully implement the proposed change?

Impact on Service / Council	Risk to delivery of the proposal	Inherent Risk
Medium	Low	Low
Mitigation		
Appropriate communication plan will be implemented. The change in tariffs require legal notification to be issued.		

Risk Identified	Inherent Risk Rating	Mitigation	Residual Risk Rating
Increase of parking on street in surrounding areas	Medium	Discounted permits are available for regular car park users. The permits equate to £4.80 per week which is the equivalent of just over 1 days parking per week. Residents parking schemes are available where displacement may affect residential areas	Low
High level of complaints about the increase in charges	Low	Implement a communication strategy to minimise complaints	Low
Overall judgement (to be included in project risk register)			
Very High Risk	High Risk	Medium Risk	Low Risk
			✓

10. Overall Summary and Judgement of this Impact Assessment?

Outline Assessment (to be inserted in cabinet report)	Cabinet Report Reference:
The increase in charges may impact upon people's choice to visit a town however research indicates that this is not the main consideration. Displacement of vehicles may occur into surrounding streets however targeted enforcement will aim to ensure this is not within restricted places. In addition residents permit schemes are available to residents where on street parking by visitors to a town displace residents in predominantly residential areas.	

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11. Is there additional evidence to support the Impact Assessment (IA)?

What additional evidence and data has informed the development of your proposal?

none

12. On-going monitoring arrangements?

What arrangements will be put in place to monitor the impact over time?

Monitor car park income
 Monitor the number of Penalty Charge Notices
 Monitor the uptake of annual/seasonal permits

Please state when this Impact Assessment will be reviewed.

12 months post approval.

13. Sign Off

Position	Name	Signature	Date
Impact Assessment Lead:	Tony Caine		06/12/2018
Head of Service:	Adrian Jervis		
Director:	Nigel Brinn		
Portfolio Holder:	Cllr Phyl Davies		

14. Governance

Decision to be made by	Portfolio Holder	Date required	December 2018
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