

Initial Equality Impact Assessment – Service Change.

Department	Housing and Community Services
Service	Charging for motorcycle parking
People involved	Clare O'Connor, Tim Shishodia, Steve Lane

1. What are the aims of the service and what changes are being proposed?

The parking service aims to prioritise parking for residents, businesses and visitors by deterring commuters from parking. This is achieved through charging users for permits and pay and display tickets (& virtual equivalents) which ensures that any cars parked in the Borough's controlled parking zones are essential and stays are no longer than necessary. Motorcycles have not been charged in the past due to practical difficulties associated with displaying the proof of payment. However, due to technological advances, this is now possible. It is now proposed to charge motorcycles to park.

2. What is the rationale behind these changes?

The case to consider introducing charging to park motorcycles in CPZs is not only from a stance of 'fairness', as car users are charged to park and charging motorcyclists would spread the costs of parking facilities more evenly, but also to meet the Council's wider policies on the provision of parking and environmental air quality issues. It would aim to reduce the demand for motorcycle parking within permit holder and shared use bays thereby increasing the availability of on-street space, encourage motorcycles to park off-street wherever possible, encourage greater use of more sustainable modes of transport such as cycling or walking and increased use of publically accessible forms of transport including the car clubs within the Borough, and assist in the Council's Air-Quality strategy by reducing the number of motorcycles used in the Borough.

3. What information do you have on the service and the potential impact of your service change in relation to the following?

	List information you have.
Race	No information specifically on motorcycle ownership relating to race. If there is any relation to car ownership then census data shows that 39% of BME residents do not own a car as compared to 36% of white residents who do not own a car. Introducing charging for motorcycles should therefore not disproportionately affect BME residents as compared to white residents. There is no Census data on bank accounts held etc by ethnicity.

Gender	Data on motorcycle test pass rates indicate that 91% are male. Therefore, introducing charging for motorcycles should have a greater effect on men.
Disability	Data on motorcycle ownership has not yet been released for disability. A survey of other London boroughs which apply charges, indicated that there had never encountered a motorcyclist with a Blue Badge. It should be noted that disabled Blue Badge holders will be able to park free of charge and without time limit in Wandsworth but there will be a requirement to display the badge.
Age	9% of motorcycle owners are residents aged 60+, a smaller proportion than all other age groups. Any proposals to charge motorcyclists to park should therefore not disproportionately impact older residents.
Faith	Data not published
Sexual Orientation	Data not collected

4. Thinking about each group below please list the impact that the service change will have.

	<u>Positive</u> impacts	Possible <u>negative</u> impacts
Age	<i>Benefits for those with mobility difficulties as a result of a reduction in obstructions on the footway as motorcyclists are deterred from parking there through increased enforcement.</i>	Older people may not be comfortable with the pay by phone technology. Although this technology has been used in many London Boroughs for several years now and no equality issues have been identified.
Disability	<i>As above. The pay by phone service can be activated from the vehicle, rather than having to walk to a P&D machine. Those with mobility issues may find this beneficial. Blue Badge holders will not be affected.</i>	Those with sensory (deaf or hard of hearing) needs may find the pay by phone service difficult to use although it is available by text and pre-purchase online.
Race	No adverse impact identified.	
Gender		Introducing charging for motorcycles should have a

		greater effect on men but will ensure that charging policy is applied fairly as currently only car owners are required to pay.
Faith and sexual orientation	No adverse impact identified.	

5. Is a full EIA required? No.

- Is the service a frontline service? Yes
- Is it clear what impact the service change will have on all the equality groups? Yes
- Overall will the change have a negative impact on any of the equality groups? No.

Comments - Please give the rationale here for not undertaking a full EIA

The impact of these measures will be monitored after implementation and any issues will be considered, and addressed if appropriate, at that stage.

6. Through the initial EIA have you identified any actions that needed to be implemented to improve access to the service or monitoring of the service? (please list)

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Date: 16.02.16

Approved by: C O'Connor

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