

## Report title: Civil Parking Enforcement (CPE) Update

To: Highway and Transport Committee

Meeting Date: 6<sup>th</sup> December 2022

From: Steve Cox - Executive Director of Place and Sustainability.

Electoral division(s): Fenland, Huntingdonshire, and South Cambridgeshire.

Key decision: N/A

Outcome: The Committee is asked to note the Civil Parking Enforcement (CPE) update provided.

Recommendation: The Committee is asked to:

- a) Note the content of the CPE Update.
- b) Note the County Council's one-off contribution to support authorities implementing CPE (see 2.1 – 2.6)

### Officer contact:

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### Member contacts:

Names: Cllr Alex Beckett / Cllr Neil Shailer  
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# 1. Background

- 1.1 Civil Parking Enforcement (CPE) transfers the powers and responsibilities for on-street enforcement from the Police to the Highway Authority in accordance with the Traffic Management Act 2004.
- 1.2 To take up these powers, Cambridgeshire County Council (CCC) as the Highway Authority is required to make an application to the Secretary of State via Department for Transport (DfT) for a Designation Order which decriminalises parking enforcement across the whole of the application area
- 1.3 On the 7<sup>th</sup> of September 2021, this committee resolved to:
  - Authorise Cambridgeshire County Council (CCC) to prepare a Civil Enforcement Area (CEA) or Special Enforcement Area (SEA) application to the Department for Transport for a Designation Order for the introduction of Civil Parking Enforcement (CPE) in Fenland, Huntingdonshire, and South Cambridgeshire.
  - Delegate the approval of Agency Agreements with Fenland, Huntingdonshire and South Cambridgeshire District Councils, a funding agreement with the Greater Cambridge Partnership (GCP) and the Department for Transport (DfT) application to the Executive Director of Place and Sustainability, in consultation with the Chair of the Highways and Transport Committee.
- 1.4 A Designation Order cannot be rescinded. If the application is successful, the County Council will be responsible for both the enforcement and administration of any on-street restriction within the approved CEA and/or SEA. However, all, or part, of these responsibilities can be delegated to the Districts via an Agency Agreement.
- 1.5 CPE Funding
  - **Fenland District Council (FDC)**, via a funding grant from Cambridgeshire and Peterborough Combined Authority (CPCA), have agreed to cover all associated set-up costs. FDC have also committed to covering an estimated annual operational deficit of £45-£75k. It is not expected that CPE in Fenland will be self-sufficient. Unlike other Districts, the opportunity for the introduction of paid for parking to off-set any deficit is limited.
  - **Huntingdonshire District Council (HDC)** has capital funding to cover all associated set-up costs and has committed to covering an annual estimated operational deficit of around £60k. It is not expected that CPE in Huntingdonshire will be self-sufficient. Increased on-street paid for parking and/or bus gates could be considered within the Market Towns to off-set any deficit. This is an option that could be considered during the Agreement period. The current minimal on-street paid for parking income helps to supports signs/lines maintenance within the district.
  - **South Cambridgeshire** - the GCP has committed to cover all associated set-up costs and also committed to covering an estimated annual operational deficit of £30k-£50k. This is because CPE in South Cambridgeshire has been identified by the GCP as being one of the measures through which travel demand can be managed within the Greater

Cambridge Area. Paid for parking is currently being considered within the District due to the ongoing level of development and the GCP's plans to manage travel. Whilst it is not expected that CPE alone in South Cambridgeshire will be self-sufficient, it is expected that the revenue generated via the introduction of paid for parking or bus gates / lanes may cover any operational deficit with any surplus used to contribute to sign/lines maintenance of the area.

- **East Cambridgeshire District Council (ECDC)** has not elected to pursue CPE at this time, although this may be reconsidered by ECDC, in light of 2.3, below.

1.6 This report looks at the progress made.

## 2 Main Issues

### Funding Update

- 2.1 In addition to the funding approach as set out above, the local transport bodies: the County Council, the Cambridgeshire and Peterborough Combined Authority (CPCA) and the Greater Cambridge Partnership, are discussing a collective funding offer to support the initial costs for FDC, HDC and SCDC in terms of design work and traffic regulation order work. This will require an up to £150K commitment from each body (50k per funder for each district). These contributions are subject to respective approval, and discussions continue in this regard, particularly with the CPCA, to identify additional CPE funding.
- 2.2 Given that this approach aligns wholly with Modal Shift, Active Travel and the City Access proposals which encourage greater use of public transport across the County by implementing enforcement, this would be strategically consistent and beneficial for CCC, GCP and CPCA and deliver the objectives of the draft Local Transport and Connectivity Plan.
- 2.3 In addition to these 3 districts being supported, and subject to respective approval, the same one-off, time-limited financial offer of £150k would be available to East Cambridgeshire District Council (ECDC), should it choose to take up CPE at this time.
- 2.4 This would mean a total possible one-off commitment of £200,000 from each of the 3 transport bodies.
- 2.5 Existing committed funding will be required to remain in place, which includes:
- The GCP commitment to cover all associated implementation costs in SCDC
  - CPCA funding to cover all associated implementation costs in FDC
  - HDC capital funding to cover all associated implementation costs in HDC
  - Over the above, and the £150k funding support, all the Districts will cover all other costs, including associated on-going operational costs as outlined above.
  - The associated implementation costs are still being assessed by the consultants.
- 2.6 Cambridgeshire County Council, as the Local Highway Authority would ultimately carry the statutory obligation if CPE is introduced. However, with the exception of the identified set-

up funding outlined in section 2.1-2.5 above, the financial risks will sit with the districts. This will be reflected in the Agency/Financial Agreements.

### **Key Stakeholder Consultation**

- 2.7 As part of the CPE application process, key stakeholders such as the Police and other emergency services, Ministry of Defence, National Highways, Logistics UK, Road Haulage Association and Traffic Commissioner as well as the Authorities adjoining each District have been consulted in respect to the introduction of CPE. In addition, the bodies instrumental to Penalty Charge Notice (PCN) processing, the Traffic Penalty Tribunal, Traffic Enforcement Centre and the DVLA have also been contacted for comment.
- 2.8 Letters/emails were sent to 40 consultees, 23 have responded. Those that have responded include the Police, National Highways, Traffic Penalty Tribunal, Traffic Enforcement Centre and the DVLA. No objections were raised.

### **Signs & lines surveys**

- 2.9 A major part of the preparation for commencing CPE, is ensuring that Traffic Regulation Orders (TROs), signs and lines associated with parking restrictions are accurate, enforceable and comply with current Traffic Regulations. This is to ensure the motorist understands the restrictions in place and traffic orders can be robustly enforced through the appeals process.
- 2.10 The signs and lines surveys for all Districts have been undertaken by RTA Associates (RTA) a company who are experienced in Decriminalised Parking Enforcement and have undertaken over 100 similar studies for other authorities. This survey work was completed in:
- South Cambridgeshire – March 2022
  - Fenland – April 2022
  - Huntingdonshire - The survey work is ongoing and is due to be completed in January 2023.

The information collated from these survey's form the basis of the Remedial work package design.

The cost of this survey work was covered by the GCP, CPCA and Huntingdonshire District Council respectively.

### **Traffic Regulation Order (TRO) Review**

- 2.11 The RTA survey work highlighted 'queries' where some level of remedial work was required. These queries are assessed by a member of the County Council Policy and Regulation Team to ascertain if the restrictions in situ reflect the TRO and if the signs & lines associated are accurate. A significant amount of officer time has and, continues to be invested into this review process. An average of 1,075 queries have been received across both South Cambridgeshire and Fenland.

- 2.12 The TRO review has highlighted several areas where the on-street restrictions do not match those of the TRO and where on-street restriction are inaccurate. Some of these anomalies are minor and some will require changing to reflect current standards. The Local County Councillor(s) will be advised of all the changes highlighted and where remedial work will be required. Whilst clarification on the changes to be made can be provided by Officers, the changes are required to facilitate CPE.
- 2.13 The application for CPE requires formal confirmation from the County that:
1. A complete review of the Traffic Regulation Orders (TROs), traffic signs and road markings within the Council's entire proposed Civil Enforcement Area/Special Enforcement Area (CEA/SEA) has taken place in order to highlight any deficiencies.
  2. Any deficiencies highlighted as part of this review have been rectified as a result of consequential work.
  3. All existing new and replacement TROs, traffic signs and road markings within the entire proposed CEA/SEA conform to the Department for Transport's regulations and guidance and are consistent with one another.
- 2.14 The overall assessment provided by RTA, includes a review to consolidate and digitise existing TROs. A related project led by the County Council to digitise the Council's TRO records is underway and due to the wider benefits, this brings, there is an intention of progressing this work regardless of the decision around CPE.
- 2.15 The conversion of text-based Traffic Orders to a map-based system is essential to deliver an efficient and effective civil enforcement service. This is critical for the appeals process, where officers can expeditiously prepare cases for the parking adjudicator within targeted timescales.

### **Remedial works package Design**

- 2.16 Using the information gathered by RTA (inc. photos and RTA mapping tiles), annotated diagrams are being produced. These diagrams form the basis of target costing and supports/facilitates the remedial work installation. Time taken now to draft these detailed drawings aims to reduce the risk of delays and additional costs later in the process. Due to the volume of work required (on average 1,075 queries) across both South Cambridgeshire and Fenland, the County Council is unable to undertake this work in-house.

### **2.17 South Cambridgeshire**

The remedial work package designs (5 tranches) have been commissioned and are being undertaken by Milestone. This work will be completed between October 22 and March 23, target costs approved between December 2022 and May 23, installation to start February 23 and end on Nov 23.

This District has been progressed as it was the first District to commission/complete the signs and line survey work and funding (GCP) has been approved. The cost of this work is expected to be in the region of £130k.

## 2.18 Fenland

Fenland has received commitment for grant support from CPCA (£400k), the deadline for this funding is March 2024. Currently the projected delivery date for Fenland exceeds that date. Once the remedial work design has been commissioned, works will be accelerated to align with the funding requirements as far as possible.

The cost of the design work (£150k) was not foreseen by the District and is not covered by the above. Funding had been a concern, but the funding proposals outlined in 2.1 will help address this situation and enable works to be progressed.

## 2.19 Huntingdonshire

Again, the design cost of this work was not foreseen by the District. The delay in funding approval has not impacted the delivery of this scheme as the signs & lines survey and subsequent TRO review work has not yet been completed. Refer to 2.1 for a funding update

### **Agency Agreements**

2.20 Three Agency Agreements are required, each tailored to the individual needs and requirements of each District. The length and terms of the Agency Agreements are still to be discussed with HDC and FDC and discussion is still required with SCDC regarding funding and risk after 5 years.

## 2.21 South Cambridgeshire

This financial agreement is nearing completion. The content of this agreement covers:

- A contract period of 5 years
- The GCP to underwrite any operational deficit and set-up costs (over and above the funding contributions in 2.3) for the agreement period.
- The County Council to undertaking on and off-street enforcement

It is expected that within the initial 5 years period CPE in South Cambridgeshire will be self-sufficient due to the opportunities surrounding the introduction of paid for parking, restrictions such as bus gates and efficiencies by adding this on to the existing County Council operation service.

In consultation with SCDC and the GCP, the initial draft of this financial agreement is nearing completion. This is due to be completed by November 2022, approved (GCP) by December 2022 when it will be presented to the Executive Director of Place and Sustainability, in consultation with the Chair of the Highways and Transport Committee.

## 2.22 Fenland

The content of this Agreement is currently being discussed with officers at FDC. It is expected that the Agreement will include:

- The District Council to underwrite any operational deficit and set-up costs (over and above the funding contributions in 2.3)
- The County Council delegating on-street enforcement to the District.

The draft Agreement is due to be completed by December 2022, approved by (FDC) January 2023 when it will be presented to the Executive Director of Place and Sustainability, in consultation with the Chair of the Highways and Transport Committee.

#### 2.23 Huntingdonshire

In consultation with HDC, the initial draft of the Agency Agreement is underway. It is expected that the Agreement include:

- The District Council underwrite any operational deficit and implementation costs (over and above the funding contributions in 2.3)
- The County Council delegating on-street enforcement to the district
- Maintenance of on-street pay and display equipment by HDC.

Huntingdonshire District Council has indicated that they will not look to approve the Agreement until remedial work target costs have been received which is likely to be in spring 2023. This may impact when the CPE application for Huntingdonshire can be submitted.

#### **Exclusions**

#### 2.24 Moving Traffic Offences

Once the Designation Order(s) for the introduction of CPE has been approved by the Secretary of State and if required, a further application can then be made for moving traffic powers.

The enforcement of moving traffic offences (if introduced) will not be delegated to the District Councils, it will be retained by County Council as there is already an established camera enforcement team.

#### 2.25 Park and Ride

The enforcement of the County's existing or new park & ride sites will be retained by the County Council and will continue, as such.

#### 2.26 Off- Street Parking

Responsibility of the Districts Off-Street will be retained by the Districts

#### **CPE Application**

2.27 It is expected that it will take six months for the DfT to process and approve the application, this includes any clarifications requested by the DfT, then for the application to be laid before parliament, the Minister to sign it off and the designation order coming into force. Once signed and made, the Designation Order cannot be rescinded, and therefore prior to submitting the application, the funding of the remedial work needs to be secured and Agency/Financial Agreements in place to mitigate the County Council financial exposure going forward.

#### 2.28 South Cambridgeshire

- Draft application: Completion of the application form is well underway.

- Target Cost: The design work has commenced, and the projected delivery programme established. It is expected that the estimated remedial work target costs for the first tranche will be approved in principle by the end of December.
- Financial Agreement: is due to be approved via delegation in December 2023
- Application Approval: The draft application form is due to be completed in February 2023 with a view to being presented to the Highway and Transport Committee in March 2023.

#### 2.29 Fenland:

- Draft application: Completion of the application form has started.
- Target Cost: Due to the remedial work package design funding delay, a projected delivery plan has not been established.
- Agency Agreement: is due to be approved via delegation in January 2023
- Application Approval: The draft application form is due to be completed in February 2023 with a view to being presented to the Highway and Transport Committee in March 2023. This is however dependent on when remedial work target costs are received.

#### 2.30 Huntingdonshire:

- Draft application: Work to commence
- Target Cost: As the sign and lines survey has not yet been completed, a projected delivery plan has not been established.
- Agency Agreement: is due to be approved via delegation by April 2023
- Application Approval: The draft application form is due to be completed in August 2023 with a view to being presented to the Highway and Transport Committee in September 2023. This is however dependent on when remedial work target costs are received.

### **Parking Policy**

- 2.31 Drafting of the Countywide overarching Parking Policy is underway. The Policy will include several sub-policies specific to different aspects of parking such as resident parking and parking enforcement. This is due to be completed in March 2023 when it will be presented to the Executive Director of Place and Sustainability, in consultation with the Chair of the Highways and Transport Committee.

### **Delivery**

- 2.32 An Indicative timetable for implementation is as follows. There is a degree of uncertainty around the delivery programme of the remedial design work, remedial works and resources been made available when required. Once the design and installation works have been fully commissioned, officers would be in a better position to revisit and draft a more comprehensive delivery schedule.



<b>Milestones</b>	<b>SCambs</b>	<b>Fenland</b>	<b>Huntingdonshire</b>
Commence Stakeholder Consultation	Complete	Complete	Complete
Review of signs & lines	Complete	Complete	Dec22
Review of TROs	Completed	Dec22	May23
Undertake remedial design works (inc. Target cost)	Jun22 - Apr23	Jan23 - Sept23	Apr23 – Feb24
Development of the draft Agency/Financial Agreements and Approval	Dec22	Jan23	Apr23
Development of the Application Approval and Approve (H&T)	Mar23	Mar23	Sept23
Submit the Application to the DfT	Mar23	Mar23	Sept23
Undertake remedial works	Feb23 – Nov23	Jun23 – Apr24	Oct23 – Sept24
Designation Order created and CPE brought into effect	Dec23	May24	Oct24

### 3. Alignment with corporate priorities

#### 3.1 Environment and Sustainability

The introduction of CPE will enable the Councils to move away from relying on the Police for parking enforcement and to have the ability to focus enforcement on specific areas. Areas where traffic flow, accessibility, and safety is compromised by persistent obstructive parking and where congestion and, air pollution are high and parking turnover is essential to supporting local business.

#### 3.2 Health and Care

The introduction of CPE will by addressing obstructive parking, improve access for all who use the highway and those that use pavements. It will support safer roads, a reduction in car use, and alignment to Vision Zero/Road safety partnership outcomes. In addition, CPE will reduce congestion and improve air quality.

#### 3.3 Place and Communities

The introduction of CPE will enable:

- The release Community Policing resources.
- Councils to address persistent, dangerous and obstructive parking to ensure traffic flow and parking turnover.
- Council's to improved access for all who use the highway (including pavements)
- Councils to support the local economies
- The reduce of congestion and the improvement of air quality

#### 3.4 Children and Young People

There are no significant implications within this category.

#### 3.5 Transport

The flexibility CPE brings will enable the targeted enforcement of problematic parking. It will support the economic growth of market towns and help with the creation of successful, well-functioning communities. It will help manage some of the conflict around parking, the use of cycle paths, footways and help to embed good parking behaviours.

## 4. Significant Implications

### 4.1 Resource Implications

A Designation Order cannot be rescinded, if the application is successful, the County Council will be responsible for both the enforcement and administration of any on-street restriction within the approved CEA and/or SEA. All, or part, of these responsibilities can be delegated to the Districts via an Agency Agreement.

Whilst the Agency Agreement aims to reduce the County Council's financial exposure, if the Agreement is not renewed or it is revoked, any operational deficit will need to be covered by the County Council. It is currently anticipated that there will be an operational deficit in Fenland and Huntingdonshire.

Establishing Agency Agreements with the Districts will mitigate a certain level of risk. FDC and HDC have indicated that they will cover all the associated set-up costs along with any operational deficit. For South Cambridgeshire, the GCP has indicated that it will cover the associated set-up costs and any operation deficit for a period of 5 years.

For the implementation of CPE, resources would need to be made available by the County Council to cover the project management, Policy review, TROs alignment and consultation, drafting and submitting the CPE application and facilitating enforcement and administrative services if required.

The County Council's highways maintenance budget would need to be reviewed and additional funding sought to cover the on-going maintenance and upkeep of any additional and pre-existing on-street signs and lines.

See 2.1 re one-off set up funding contribution of £50k per District authority to support participating districts in implementing CPE, noting that Districts will be responsible for all other costs.

Note in addition to their other CPE grant contributions, GCP and CPCA will match the set-up funding contributed by the County Council currently identified as £150k from each organisation. At the time of writing, this has been agreed in principle, and we await letters of confirmation.

The above funding would increase to £200k per organisation, should ECDC elect to progress CPE at this time. This one-off funding offer would only be able to be made during the current financial year and would need to be withdrawn from 1 April 2023.

### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

### 4.3 Statutory, Legal and Risk Implications

Once an CEA/SEA has been approved, there is no way to reverse the process. The County Council would have to ensure that systems are in place to provide enforcement and administration services and resource and financial deficits covered.

Whilst the agency agreement aims to reduce the County Councils exposure, there is the risk that the districts may have underestimated operational shortfalls and that any agency agreement could be revoked.

#### **4.4 Equality and Diversity Implications**

There are no significant implications with this priority. An Equality Impact Assessment is attached in appendix 1.

#### **4.5 Engagement and Communications Implications**

As part of the CPE application process, key stakeholder such as the Police, emergency services, MOD, National Highways, Logistics UK, Road Haulage Association and Traffic Commissioner as well as the Authorities adjoining each District have been consulted in respect to the introduction of CPE across all 3 Districts. In addition, the bodies instrumental to Penalty Charge Notice processing, Traffic Penalty Tribunal, Traffic Enforcement Centre and the DVLA have also been contacted.

Prior to CPE launch and in consultation with the Districts, an information leaflet will be sent to residents and businesses within each District.

#### **4.6 Localism and Local Member Involvement**

There are no significant implications within this category.

#### **4.7 Public Health Implications**

There are no significant implications within this category.

#### **4.8 Environment and Climate Change Implications on Priority Areas:**

##### **4.8.1 Implication 1: Energy efficient, low carbon buildings.**

Status: Neutral

Explanation:

##### **4.8.2 Implication 2: Low carbon transport.**

Status: Neutral

Explanation:

##### **4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.**

Status: Neutral

Explanation:

##### **4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.**

Status: Neutral

Explanation:

##### **4.8.5 Implication 5: Water use, availability and management:**

Status: Neutral

Explanation:

##### **4.8.6 Implication 6: Air Pollution.**

Status: Positive

Explanation: CPE enables local authorities to effectively manage and enforce on and off-street parking areas to prevent inconsiderate and obstructive parking which help to keep traffic moving and reduces vehicle emissions.

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

Status: Neutral

Explanation:

Have the resource implications been cleared by Finance? **Yes**

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? **Yes**

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? **Yes**

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? **Yes**

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? **Yes/No**

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? **Yes**

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? **Yes**

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? **Yes**

Name of Officer: Emily Bolton

## 5. Source documents guidance

### 5.1 Source documents

[Document.ashx \(cmis.uk.com\)](http://cmis.uk.com)

## Appendix 1

### Equality Impact Assessment For employees and/or communities

#### Section 1: Proposal details

<b>Directorate / Service Area:</b>		<b>Person undertaking the assessment:</b>	
Place and Sustainability / Highways and Transport		<b>Name:</b>	Nicola Gardner
<b>Proposal being assessed:</b>		<b>Job Title:</b>	Parking Policy Manager
The introduction of Civil Parking Enforcement in Fenland, Huntingdonshire and South Cambridgeshire.		<b>Contact details:</b>	01223 727912
<b>Business Plan Proposal Number:</b> (if relevant)	N/A	<b>Date commenced:</b>	05/07/21
		<b>Date completed:</b>	04/08/21
<b>Key service delivery objectives:</b>			
To make a Civil Parking Enforcement (CPE) application to the Secretary of State via Department for Transport (DfT) which will create Civil Enforcement Area (CEA) or Special Enforcement Area (SEA) across Fenland, Huntingdonshire, and South Cambridgeshire.			
<b>Key service outcomes:</b>			
The effective management and enforcement of on and off-street parking areas across the above-mentioned administrative areas to address habitual inconsiderate parking, support local economies and contributes to the Councils overarching environmental objective to reduce congestion and improve air quality.			
<b>What is the proposal?</b>			

Currently parking enforcement outside of Cambridge City is undertaken by the Police. With stretched resources, policing parking contraventions is understandably not a high priority. The introduction of CPE will move these powers and responsibilities from the Police to the Highway Authority, Cambridgeshire County Council (CCC), in accordance with the Traffic Management Act 2004.

Through individual Agency Agreements, CCC will delegate some/all enforcements and administrative responsibilities which will enable the local authorities to focus enforcement where it is most appropriate.

**What information did you use to assess who would be affected by this proposal?**

Feasibility studies undertaken by Fenland District Council (FDC) and Huntingdonshire District Council (HDC).

**Are there any gaps in the information you used to assess who would be affected by this proposal?**

No

**Who will be affected by this proposal?**

Local Authorities will have enforcement flexibility however they will need to consider additional staff to cover the increased workloads and secure funding to cover set-up and ongoing costs.

Reduced pressure on limited Police resources

With the free flow of traffic local communities should see reduced congestion and air pollution and improved access to local amenities. With the enforcement of time-limited bays, an uplift in footfall to local business.

For those who hold a valid blue badge, greater parking opportunities particularly close to local facilities.

Drivers should see improved journey time, better access to local amenities/ shops and Penalty Charge Notice (parking ticket) being issued to those who park in contravention.

## Section 2: Identifying impacts on specific minority/disadvantaged groups

Scope of Equality Impact Assessment					
*	Age	<input type="checkbox"/>	*	Disability	<input type="checkbox"/>
*	Gender reassignment	<input type="checkbox"/>	*	Marriage and civil partnership	<input type="checkbox"/>
*	Pregnancy and maternity	<input type="checkbox"/>	*	Race	<input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	*	Sex	<input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>			
	Rural isolation	<input type="checkbox"/>			
				Poverty	<input type="checkbox"/>

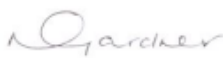
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### Section 3: Explanation of 'no foreseeable risk' EIA screening


		Characteristic / group of people	Explanation of why this proposal will not have a foreseeable risk of negative impact
1	*	Age	The proposal is a change in the enforcement responsibility from the Police to the local authorities. This does not change the parking policy itself, nor access to parking provision
2	*	Disability	As per 'Age' above. And for those who hold a valid blue badge, greater parking opportunities particularly close to local facilities.
3	*	Gender reassignment	As per 'Age' above.
4	*	Marriage and civil partnership	As per 'Age' above.
5	*	Pregnancy and maternity	As per 'Age' above.
6	*	Race	As per 'Age' above.
7	*	Religion or belief (including no belief)	As per 'Age' above.
8	*	Sex	As per 'Age' above.
9	*	Sexual orientation	As per 'Age' above.
10		Rural isolation	As per 'Age' above.
11		Poverty	As per 'Age' above.

### Section 4: Approval

I confirm that I have assessed that a full Equality Impact Assessment is not required.

<b>Name of person who completed this EIA:</b>	Nicola Gardner
<b>Signature:</b>	
<b>Job title:</b>	Parking Policy Manager
<b>Date:</b>	04/08/21

I have reviewed this Equality Impact Assessment – Screening Form, and I agree that a full Equality Impact Assessment is not required.

<b>Name:</b>	Elsa Evans
<b>Signature:</b>	
<b>Job title:</b>	Funding and Innovation Programme Manager (authorised officer for signing off equality impact assessment)
<b>Date:</b>	06/08/21