



Cherwell District Council
Equality and Climate Impact Assessment
Car Parking Charges

November 2021

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Section 1: Summary details

<p>Directorate and Service Area</p>	<p>Environmental Services</p>
<p>What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).</p>	<p>Increase in car parking charges on an annual basis.</p>
<p>Is this a new or existing function or policy?</p>	<p>Existing service</p>
<p>Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).</p>	<p>When raising car parking charges, a number of considerations are needed. These include benchmarking Cherwell District Council's charges against:</p> <ul style="list-style-type: none"> • Competitiveness with other providers in Banbury and Bicester. • Competitiveness with nearby towns – benchmarked against Stratford, Warwick, Leamington, Northampton, Aylesbury & Oxford. • the rate of inflation. <p>Whilst raising car parking charges can be unpopular, the approach taken by the Council is fair and equitable. Similar changes were made in August 2021 and in Bicester in August 2020 with limited adverse reaction.</p> <p>The pandemic has changed the way people use the town centres and overall usage has not yet recovered to pre-pandemic levels. Monthly and daily data is available on individual car parks</p> <p>Car parking charges are in line with local competitors and with surrounding towns but are still relatively low compared to many areas of the country.</p>

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	<p>Car ownership can be costly, but car parking charges usually make up a small proportion of the cost of ownership of a car. Charges apply to all vehicles, except those used by Blue Badge users who have a recognised disability or long-term illness.</p> <p>Making charges too low can discourage alternative travel modes such as bus travel and active travel</p> <p>The overall summary, taking into consideration the benchmarking above, is that any changes in charges are uniform so no bias is made to any member of the community. No charge is made against disabled car parking spaces.</p>
Completed By	Ed Potter
Authorised By	Emily Schofield
Date of Assessment	10 th November 2021

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The aim of this proposal is to raise car parking charges on a more regular basis. Charges were raised in both Banbury and Bicester in August 2021. This was the first rise in charges in Banbury since 2011.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>To consider raising car parking charges on an annual basis in consideration of issues such as inflation rate, local competition, rates in surrounding towns.</p> <p>Car Parking charges are a source of income to the Council. Council car parks need to provide a good service to visitors and users but also provide a return to the council taxpayer.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>Car Parking charges are annually benchmarked against surrounding towns – Aylesbury, Northampton, Stratford, Warwick, Leamington & Oxford</p> <p>Car Parking charges are compared to those of the major competitors in Banbury (Castle Quay & NCP) & in Bicester (Sainsburys & Bicester Village)</p>

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<p>supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The other element to consider is the inflation rate (Consumer Price Inflation & Retail Price Index)</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Keeping charges unchanged - this option is not considered viable as it would reduce income to the Council and would not encourage alternative forms of travel to the car travel.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Timescale and monitoring arrangements
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Blue badge holders will not be subject to car parking fees.		
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Timescale and monitoring arrangements
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Social Value ¹	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Staff travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Maintained schools	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Increasing parking charges could encourage drivers to walk, cycle or use public transport. The proposed change might have a positive effect on district-wide carbon emissions.		

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	April 2023
Person Responsible for Review	Assistant Director Environmental Services
Authorised By	Emily Schofield, Acting Head of Strategy