

Form name	Integrated Impact Assessment
Reference	IA533060986
Date	20/07/2023



Policy details

Request date	20/07/2023 16:02
Directorate	PCC Regeneration
Service	Parking Service
Title of policy, service, function	TRO 116/2023 Proposed FJ permit parking zone, Stamshaw North
Type of policy, service, function	New
What is the aim of your policy, service, function, project or strategy?	To make it easier for residents to find a parking space, particularly when the demand for parking is highest, and prevent long-term parking whereby non-residents leave their vehicles for long periods of time without moving them. To encourage people to think about how they travel to an area, for visiting, working or otherwise.
Has any consultation been undertaken for this proposal?	yes
What were the outcomes of the consultations?	The informal questionnaire survey on parking in the area (1381 properties) within an area identified on the Residents' Parking Programme of Consultation as "FJ". The results of that survey showed a majority in favour of a permit parking zone. In summary, the informal survey and feedback from residents did inform these proposals. Statutory consultation on the proposed FJ permit parking zone took place between 24 March and 14 April 2023. The outcome of the statutory consultations indicates that just under half of the respondents were in favour of introducing a permit parking scheme. Full details of the scheme are within the published report.
Has anything changed because of the consultation?	no
Did this inform your proposal?	no

Equality & diversity - will it have any positive/negative impacts on the protected characteristics?

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>Residents of the Stamshaw north area would benefit by having more opportunities to park nearer their homes.</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>no</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>no</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>all households were consulted. additionally, the proposals were advertised in The News and on street furniture in the vicinity</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>The scheme would be reviewed at the request of residents. The TRO team would be responsible for reviewing the scheme</p>

Crime - Will it make our city safer?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
---	--

Housing - will it provide good quality homes?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	<p>Whilst this can be subjective and would not necessarily apply to everyone, the reason for proposing parking zones is the demand from residents. Residents can find themselves driving round nearby streets for some time trying to find parking spaces that are taken up (often for long periods of time) by vehicles used by people who do not live there. This can cause frustration and anger, and affect what people do and when, particularly being mindful of not being able to park if using their vehicles later into the evening. Some residents, such as shift workers, often have no choice but to park some distance away from home and walk back, and some feel that parking in contravention of restrictions (e.g. on double yellow lines, for example), is their only option. Therefore, parking zones may improve mental health and quality of life for some residents. Those who need regular visits by carers are less likely to find visits are delayed by the carer trying to find somewhere to park.</p> <p>Regarding healthy lifestyle choices, parking zones can encourage people to think about how they travel to an area, particularly for work. Understandably, people rarely think about the impact parking all day in residential areas may have until restrictions are proposed or implemented. They can be encouraged to consider alternative, potentially healthier, ways of getting to work that they may not have previously given thought to, such as getting a lift, car-sharing, walking, cycling, using public transport or a combination of these.</p>
How are you going to measure/check the impact of your proposal?	<p>The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area.</p> <p>Subsequent adjustments can be proposed as and when necessary.</p>

Income deprivation and poverty - will it consider income deprivation

and reduce poverty?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Carbon emissions - will it reduce carbon emissions?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	<p>The proposed residents' parking zone may reduce the need for motorised vehicle travel, and may encourage residents to reduce carbon emissions.</p> <p>Where there are no restrictions on parking, it can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas. In order for the parking provision in the area to operate more effectively and for more people, compromises are needed.</p> <p>Parking restrictions can encourage people to consider more sustainable ways of travelling to an area, other than by private car.</p> <p>Even small changes in travel behaviour by some can make a difference to an area in terms of parking and reduced traffic congestion throughout a wider area and potentially improve air quality.</p> <p>Higher costs for the second and, if applicable, third Resident permit per household primarily aim to encourage residents to think about how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is effectively only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.</p>
How are you going to measure/check the impact of your proposal?	<p>Introducing permit parking zones may have a positive impact as described above, even though it is not their sole purpose.</p> <p>Whether or not carbon emissions are reduced within an area is likely to be due to a number of contributory factors and policies, and therefore identifying specifically how permit parking zone has contributed is unlikely to be measurable.</p>

Energy use - will it reduce energy use?

<p>This section is not applicable to my policy</p>	<input checked="" type="checkbox"/>
---	-------------------------------------

Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

<p>This section is not applicable to my policy</p>	<input checked="" type="checkbox"/>
---	-------------------------------------

Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

<p>This section is not applicable to my policy</p>	<input checked="" type="checkbox"/>
---	-------------------------------------

Air quality - will it improve air quality?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Restricting parking can encourage people to consider alternatives to the private car, as high volumes of people arriving by private car can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas, and waiting for spaces with engines idling. Households with more than one car might consider reducing the number of cars they own, as permits are limited to two per household (three or more permits are available only if there is sufficient kerbside space to accommodate additional cars, and at a significantly higher cost than a first permit).</p> <p>Parking restrictions can encourage commuters and local employees to consider alternative ways of travelling, as anyone seeking to park onstreet has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include car-sharing, walking, cycling or using public transport.</p>
---	--

<p>How are you going to measure/check the impact of your proposal?</p>	<p>Introducing residents' parking zones may have a positive impact as described above, although it is not their sole purpose. However, in conjunction with other Transport policies, restricting parking and eligibility for permits may reduce motor vehicle traffic congestion by encouraging people to consider alternative ways of travelling to an area, and may encourage residents to consider how many vehicles are linked to their households (permit costs etc). Where properties hold an HMO licence for 3-8 individual rooms, additional vehicles will be deterred from being brought into the area through the control of permits. This is not necessarily measurable.</p>
---	---

Transport - will it make transport more sustainable and safer for the whole community?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Double yellow lines are proposed on unprotected junctions, informal pedestrian crossing points and bends, where it would be unsafe or obstructive to allow parking. Parking restrictions such as double yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions, improving visibility of pedestrians and approaching traffic. They are considered on the grounds of road safety and traffic management.</p> <p>Parking restrictions can encourage residents to reduce the number of cars they own, and consider using more sustainable modes of transport. Restricting parking can encourage people to consider how they travel to an area, and the alternative options available.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>by representations received from residents, there would be no formal checking or measuring process.</p>

Waste management - will it increase recycling and reduce the production of waste?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
---	--

Culture and heritage - will it promote, protect and enhance our culture and heritage?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Employment and opportunities - will it promote the development of a skilled workforce?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Social value

Please explain how your policy, service, function, project or strategy delivers Social Value	by contributing to improved air quality, a reduction in congestion. the proposal also improves availability of kerbside parking for residents.
---	--

Involvement

Who was involved in the Integrated impact assessment?	Barbara Thomas Kevin McKee
Name of the person completing this form	Barbara Thomas
Date of completion	2023-07-20