

BRIEFING PAPER

SUBJECT: EVENING PARKING CHARGES
DATE: 8 SEPTEMBER 2022
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

1. The Council has formally proposed the implementation of evening charges for city centre on-street pay and display bays between the hours of 6pm and 8pm and off-street city centre car parks between the hours of 6pm and midnight. This paper outlines the policy objectives behind the proposals. A consultation was carried out on the proposal with a summary of responses and the Officer's response set out in the appendices. The proposal is recommended for approval.

BACKGROUND and BRIEFING DETAILS:

2. The Council has formally proposed reinstating evening parking charges within the city centre area. The proposals are as follows:
 - a) To introduce on-street evening parking charges Monday to Saturday 6pm to 8pm for on-street pay and display bays within the City Centre Pay and Display Zone. The charges would be:
 - For stays of up to 30 minutes - £0.50
 - For stays of up to 1 hour - £1.00
 - For stays of up to 90 minutes - £1.50
 - For stays of up to 2 hours - £2.00
 - b) To amend the restricted hours for the no waiting during restricted hours restrictions (Single Yellow Lines) within the City Centre Pay and Display Zone to align with the extended charging hours (Monday to Saturday: 8am to 8pm, Sundays and Bank/Public Holidays: 1pm to 6pm). Those No waiting restrictions not aligned to the current hours will remain unchanged.
 - c) To introduce off-street evening parking charges, Monday to Saturday, 6pm to Midnight, in the city centre off-street car parks. The charges would be:
 - For stays of up to 1 hour - £1.00
 - For the stays of over 1 hour - £2.00
 - d) No changes are proposed for the Bargate Street Shopmobility, Mayflower Park, The Quays North or The Quays South as separate charging structures apply in these locations.

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- e) To introduce an off-street overnight season ticket for use Monday to Saturday 6pm to Midnight at a cost of £150 (£15 for Electric Vehicles), valid for 12 months.
3. The Council introduced evening charges to city centre on street pay and display locations and off-street surface car parks locations in 2013. Evening charges already existed in the multi-storey car parks at that stage. The underlying purpose behind the introduction of evening charges at that stage was to encourage turnover within the parking bays during the evening in much the same way as parking bays are managed during the day. Evening charges have not been introduced to the district centre surface car parks at any stage. The Council subsequently determined to remove all evening parking charges within the city centre in 2022 to assist businesses with recovery following the Covid19 pandemic.
 4. Following the removal of evening parking charges, it has been observed that there is high demand for parking within the city centre. To assess current evening parking demand, the Council carried out two surveys on Friday 10th June 2022 and Tuesday 14th June 2022 which concentrated on key locations within the city centre. The results of the surveys are attached as Annex 1. Many parking locations within the city centre were observed to be at over 75% full.
 5. One of the key aims of parking charges is to manage demand for parking, ensuring that the bays are not dominated by any one user group for sustained periods, while allowing flexibility over the length of stay. Evening parking demand is likely to be comprised of three different groups:
 - City Centre residents
 - Night-time economy workers and
 - City Centre visitors.
 6. The resident population of the city centre (or Bargate Ward) increased by 58% between the 2001 and 2011 Census, progressing from being the least populated ward to the ward with the highest population. The current estimated population of the ward is 25,873 (2021 estimate) and is projected to reach 28,000 by 2024.
 7. This growth over the past two decades has been driven by high density residential developments. In line with national and local parking standards, city centre residential sites are typically developed with limited on-site parking on the basis that services are accessible by foot, or bicycle while public transport links are also readily available. The introduction of evening parking charges in 2013 previously helped to manage overspill parking by residents who may have otherwise decided to park on-street or in off-street Council car parks. Without evening parking charges in place, over a period of time, car ownership by City Centre residents may increase which would limit the availability of parking for other users.
 8. Night-time economy workers who drive into the city centre are likely to occupy a parking bay for the duration of their shift which means it would not be available for other users. Parking by commuters during the day-time period is managed by parking charges to encourage commuters to make a choice over which transport mode they use. High demand parking bays are also restricted to a maximum stay period during the day to ensure that a range of

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people have access to the bays during that period. Without charges in place, high demand bays are likely to be occupied from 18:00 for the duration of the evening period which again would limit the availability of parking for other users.

9. City Centre parking is generally maintained for visitors to the city centre to support local businesses both in the daytime and evening periods. Parking charges may encourage city centre visitors to consider alternative transport modes, particularly if they live within the boundary of Southampton where public transport is readily available alongside other emerging sustainable travel options such as e-scooters.
10. The other key purpose behind parking charges to encourage people to use alternative travel modes. The current Local Transport Plan, Connected Southampton 2040, adopted in 2019, sets the strategic policy framework. This includes the supporting Parking Plan (2019) which sought to:
 - Manage the supply of parking as part of a strategy to support future Parking and Ride
 - Promote the sustainable growth of the city centre and,
 - Manage the volume of traffic circulating around the city centre

Parking charges are one of the measures that can support people in making sustainable and active travel choices to facilitate free flowing traffic and reduce emissions. The absence of evening parking charges over a sustained period may influence people's behaviour over time which is subsequently more challenging to reverse once travel habits have been developed.

11. While parking charges can help support the economy by ensuring turnover in parking bays within high demand areas, they can also support business by managing the distribution of evening trade. In this regard, the Council has never introduced evening parking charges in the district centre car parks in order to encourage patrons to visit locations that may otherwise see less footfall than the city centre. If the evening charging policy for the city centre is the same as the district centres, then the district centres will not see any benefit of the previous policy in this regard.
12. The Parking Service team have also carried out a benchmarking exercise to compare the evening charging policy against Hampshire Local Authorities as well as other similar authorities elsewhere in the UK. This is attached as Annex 2. While most Hampshire authorities do not have evening parking charges in place, the exceptions to this were Basingstoke and Portsmouth, which is significant as they constitute the other major urban areas within Hampshire and would likely see similar levels of evening trade and visitors.
13. The benchmarking exercise shows that many other large urban areas in the south of England including Bath, Bristol, Brighton, Bournemouth/Poole and Reading have some form of evening charging policy in place for their on-street and off-street parking facilities in order to manage demand.
14. It is also highlighted that key Southampton private sector retail operators including West Quay, West Quay Retail Park and Ikea have maintained their evening parking charges in their parking facilities (see the following links).

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www.west-quay.co.uk/parking/podium-car-park
www.west-quay.co.uk/parking/multistorey-car-park
www.westquayretail.com/parking/
www.ikea.com/gb/en/stores/southampton/

15. Parking charges are never implemented for the purpose of raising revenue, but where a surplus is generated from Council parking facilities, this is used for the public good. The on-street surplus is specifically ring fenced for transport related expenditure and as such, supports measures such as the £1 night-time bus fare and the 5 for £5 Summer bus travel offer. Parking revenue surplus can also support highway maintenance and the Council is spending £15M in the 2022/23 financial year to resurface roads and footways.
16. The Council has carried out a formal consultation on the proposals which were advertised by means of a press notice in the Hampshire Independent newspaper, site notices on street and within the affected car parks and a consultation page on the Council's website. The Council also issued a press statement. The consultation commenced on 29th July 2022 and closed on 19th August 2022. There were 588 responses to the consultation. 431 responses were logged as objections to the proposals; 128 responses were logged as being in support of the proposals. The remaining 29 responses were logged as comments. The consultation responses are attached as Appendix 3 to the Cabinet report to be published on 5th September.
17. A range of issues were put forward during the consultation. A summary of the consultation responses and the Officer's response to the points raised is attached as Annex 3. Following a detailed review of the consultation responses, it is not considered that any overriding concerns have been raised. It is therefore recommended the proposals are approved for implementation. In response to the consultation feedback, officers will undertake a review of the impact of the revised parking charge regime, four months following implementation.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

Resources

18. Sufficient resources are in place to implement the proposals

Policy

19. The proposals are in line with policies outlined in Southampton's Local Transport Plan: Connecting Southampton 2040. [Connected Southampton 2040 - Local Transport Plan](#)

Financial

20. The decision to reinstate evening charges will generate additional revenue across both on-street and off-street car parking services. The additional income to be generated is presented in the following table:

	2022/23	2023/24	2024/25
On Street	£110,000	£220,000	£220,000
Off Street	£320,000	£560,000	£560,000

Note - The figures for 2023/24 and 2024/25 account for the expected closure of Albion Place and Castle Way car parks in May 2023 as part of the Transforming Cities programme.

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21. Off-street revenue from car parking is treated as General Fund income, and on-street revenue is ring fenced to reinvest within highways activity. The original decision to suspend evening charges includes a decision to use the on-street reserve to offset the impact of reduced income from off-street car parks on the General Fund, and this offset will cease on the reintroduction of evening charges. The impact therefore will be predominantly to increase the income to the on-street ring fence, which provides more scope to invest back into highways.
22. Car parking income was significantly reduced throughout the pandemic period, and as of the Summer of 2022 had not fully recorded to pre-pandemic levels. There is therefore a risk that the estimated additional income may not be achieved if utilisation of car parks continues to remain low, or reduces as a consequence of the cost of living crisis.

Legal

23. Local Authorities have authority to propose and implement amendments to parking tariffs and other parking restrictions, subject to due consultation, under the Road Traffic Regulation Act 1984.
24. Equalities Act 2010 – the exercise of all functions, including those related to the high and regulation of parking are subject to compliance with the Public Sector Equality Duty (s.149 of the Act) which requires the exercise of functions in a manner that eliminates discrimination, harassment or victimisation on the basis of protected characteristics. The impact of the proposals are subject to an Equalities Impact Assessment process as set out in the supporting documents to this report.

OPTIONS and TIMESCALES:

25. If approved by Cabinet on 13 September, implementation of the proposals will commence in October 2022.

RISK MANAGEMENT IMPLICATIONS

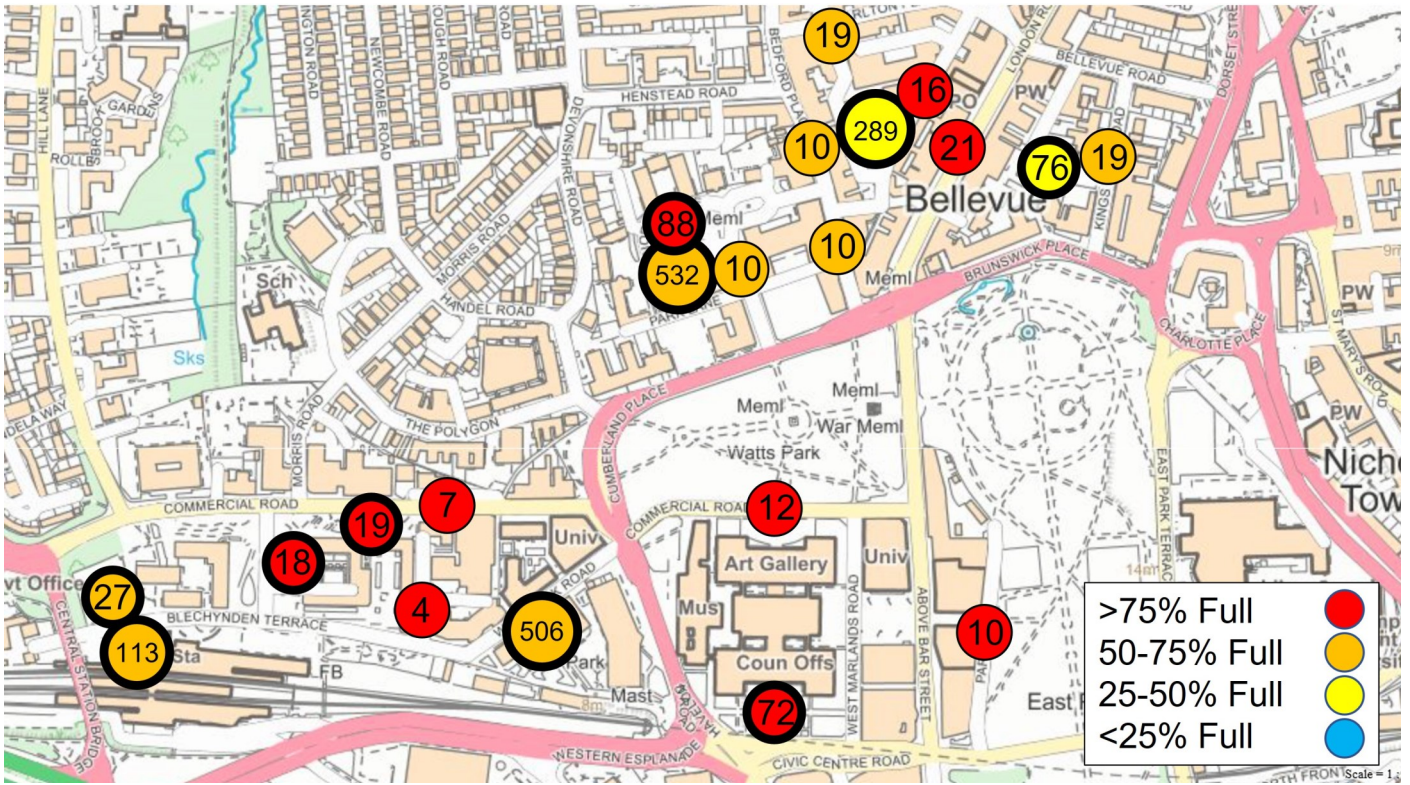
26. N/A

Annexes/Supporting Information:

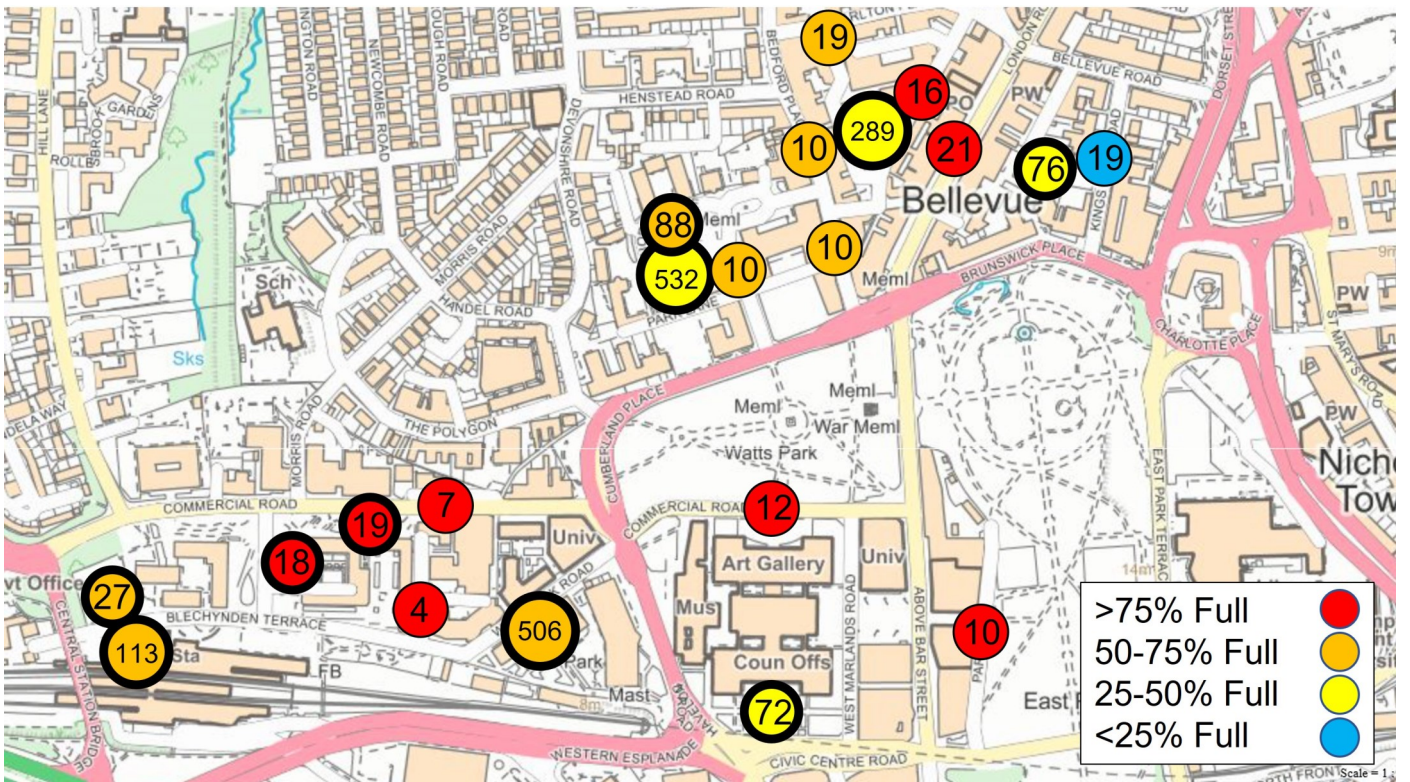
1. Evening Parking Demand Survey
2. Evening Charges Benchmarking
3. Consultation Summary and Officer Response
4. Site/Press Notices
5. Equality Impact Assessment

Further Information Available From:	Name:	Richard Alderson - Service Manager Parking & Itchen Bridge
	Tel:	023 8083 2725
	E-mail:	richard.alderson@southampton.gov.uk

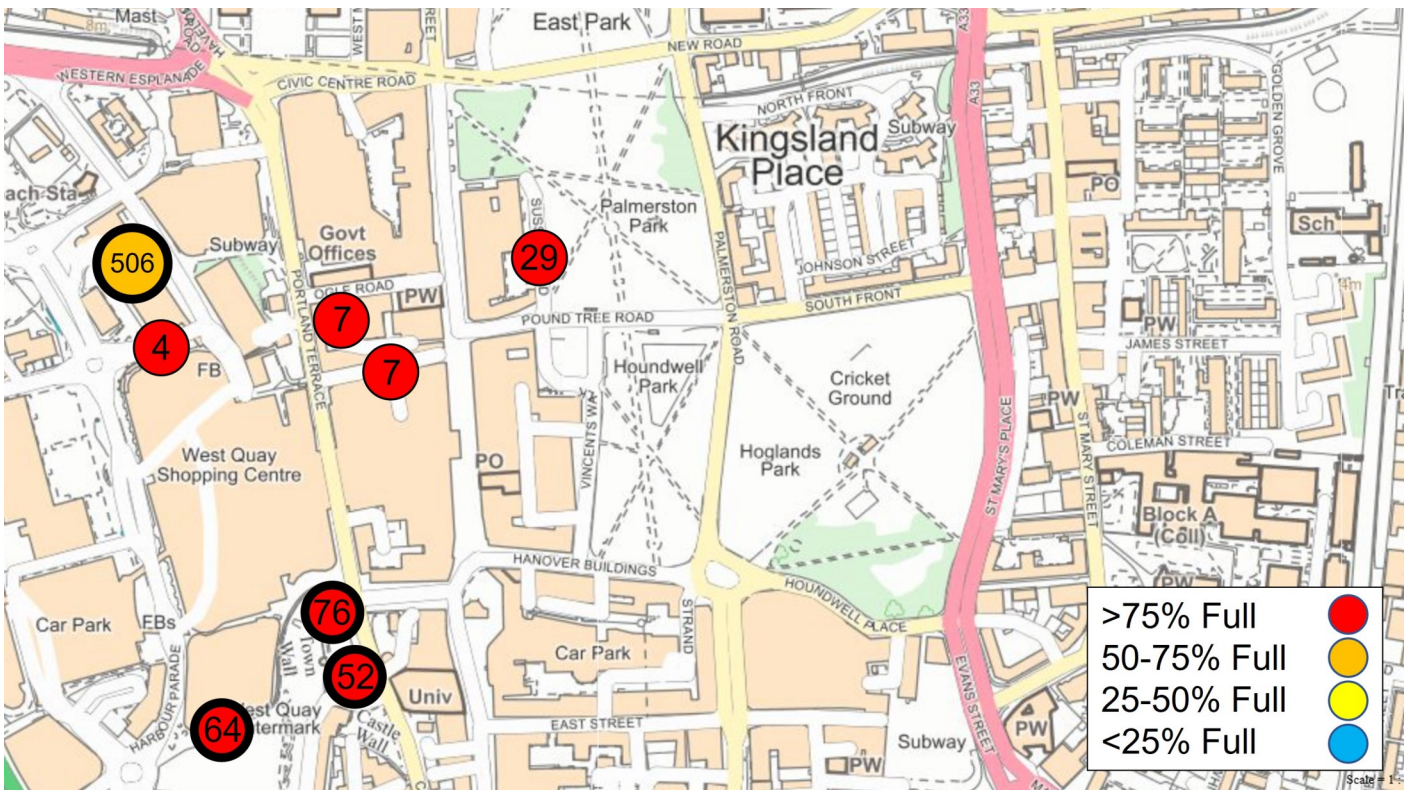
City Centre North—Friday 10th June 2022 19:00 to 20:00



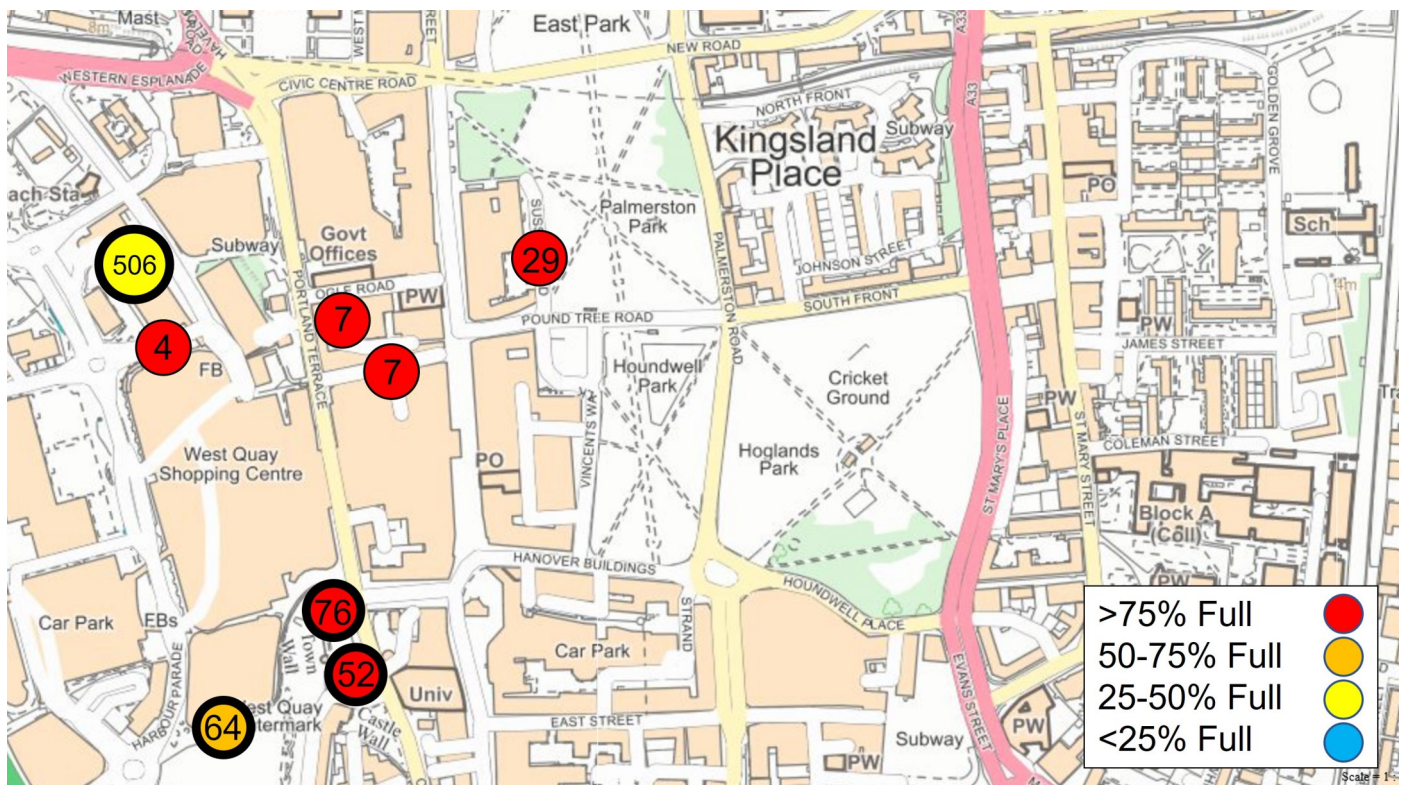
City Centre North—Tuesday 10th June 2022 19:00 to 20:00



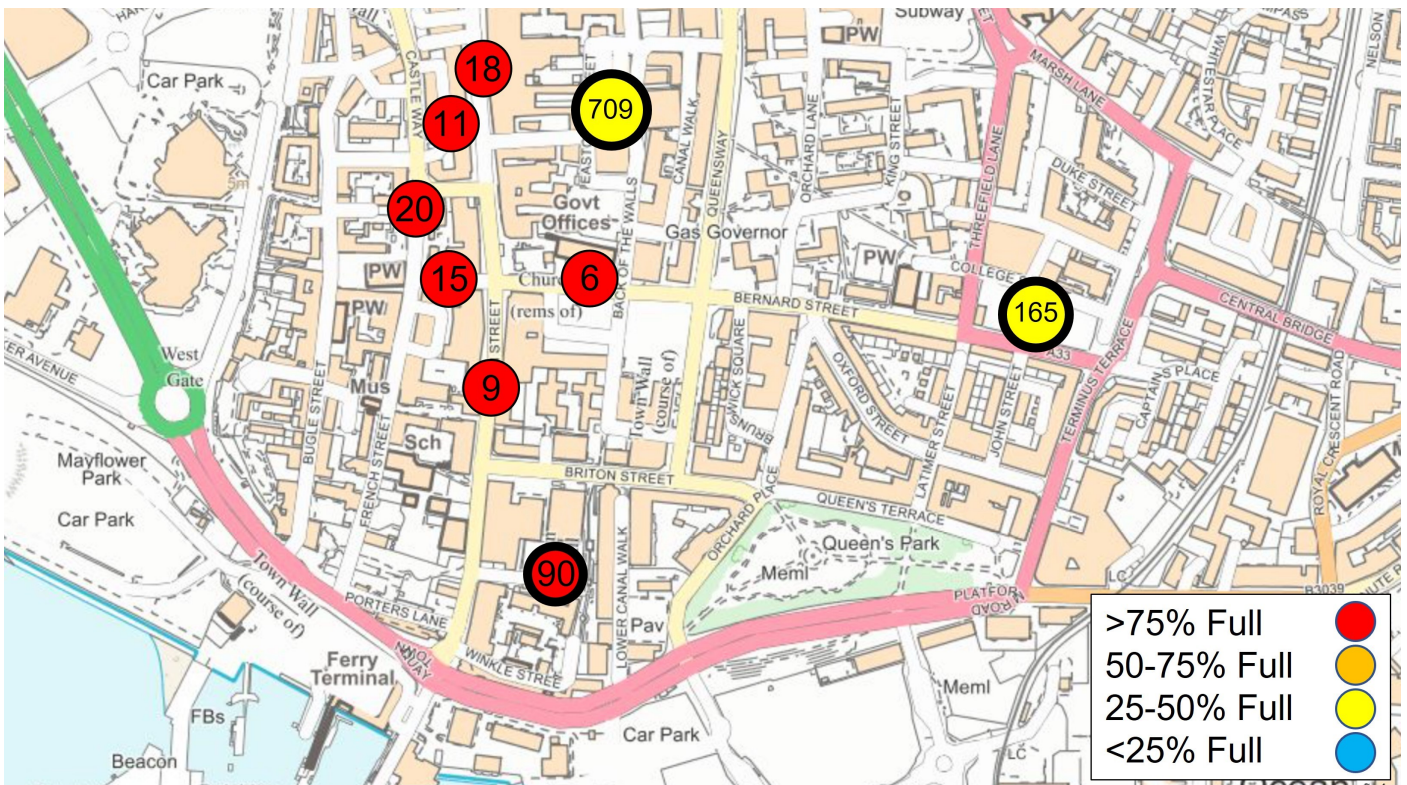
City Centre Core—Friday 10th June 2022 19:00 to 20:00



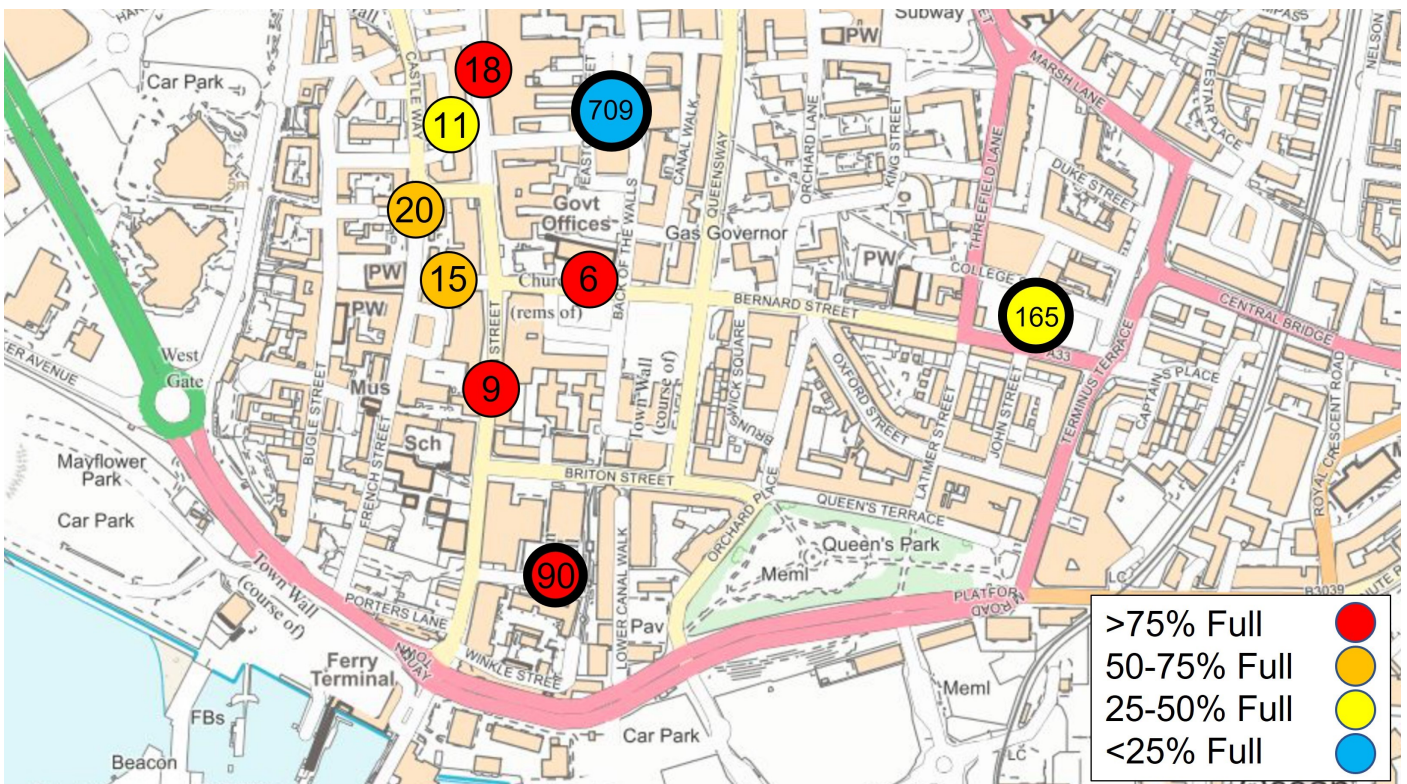
City Centre Core—Tuesday 10th June 2022 19:00 to 20:00



City Centre South—Friday 10th June 2022 19:00 to 20:00



City Centre South—Tuesday 10th June 2022 19:00 to 20:00



Evening Charges – Benchmarking

Unitary Authorities Shown in Yellow / Hampshire District Authorities shown in Blue

Note – Typical charging policies shown. There may be exceptions in specific locations

Local Authority	On Street	Off Street
Bath	Charges apply 8am to 7pm	Charges apply 8am to 8pm
Basingstoke	On Street parking not widely available	Charges apply 24 hours
Bournemouth, Christchurch and Poole	Some evening charges apply – timings vary according to location	Charges apply 24 hours in majority of car parks
Brighton	Charges apply 9am to 8pm	Charges apply 24 hours or 8am to 8pm
Bristol	Charges apply 24 hours	Charges apply 24 hours
Eastleigh	Charges apply 8am to 6pm	Charges apply 8am to 6pm
Fareham	Pay and Display not widely used. Limited waiting periods typically apply between 8am to 6pm	Charges apply 8am to 6pm
Gosport	On Street parking not widely available	Charges apply 8am to 6pm or 7pm in most car parks
New Forest	Charges apply 8am to 6pm	Charges apply 8am to 6pm

Plymouth	Charges apply 8am to 6pm	Charges apply 8am to 8pm / 10pm
Portsmouth	Charges apply 24 hours or 8am to 6pm depending on location	Charges apply 24 hours in most car parks with variations (e.g. 8am to 8pm, 8am to 6pm) depending on location
Reading	Charges apply 8am to 8pm	Charges apply 24 hours in majority of car parks with some variations (e.g. 8am to 5pm) depending on locations
Salisbury	Charges apply 8am to 6pm	Charges apply 8am to 6pm
Swindon	Charges apply 9am to 6pm	Charges apply 6am to 6pm in most car parks
Test Valley	Pay and Display not widely used. Limited waiting periods typically apply between 8:30am to 4pm	Andover and Romsey - Charges apply 8:30am to 4pm
Winchester	Charges apply 8am to 6pm	Charges apply 8am to 7pm in most car parks with variations (e.g. 8am to 6pm, 8am to 5pm) depending on location

Annex 4 – Consultation Summary and Officer Response

Ref	Objection/Concern	Officer Response
1	<p>Economic Impact</p> <p>The proposals will have a negative impact on the city centre economy and local businesses.</p> <p>Example comments:</p> <p><i>“This will have negative impact on the economy of the local businesses that are just starting to recover after the effect of the pandemic. The general public will start to use neighbouring towns in the evening taking much needed business away from Southampton”</i></p> <p><i>“Free parking encourages more people to visit high Street shops, retail services and food places. I avoid places that have parking charges.”</i></p> <p><i>“Free parking is a great incentive to actually encourage people to visit the city centre restaurants and facilities. I have parked in car parks to attend the Mayflower Theatre and the West Quay restaurants and have never struggled to find a space to park. If I had to pay to park, I would not visit these facilities so often.”</i></p>	<p>There is no conclusive link between the health the city centre economy and car parking charges.</p> <p>The cost of parking is just one of numerous variables which influence the economic success of the city centre. As well as many factors unrelated to parking, the availability and quality of parking provision play a role in making the city centre an attractive destination. The implementation of evening and overnight charges would be expected to facilitate these two elements.</p> <p>If the implementation of parking charges was detrimental to businesses, the major shopping centres within City Centres would not charge for parking within their car parks. However, this is not the case. West Quay charge £2 after 5pm in both their multi-storey and podium car parks while the Retail Park maintains their parking tariffs until 8pm.</p>
2	<p>Cost of Living</p> <p>Significant increases in the cost of living have reduced the ability of many to pay additional parking charges.</p> <p>Example comments:</p> <p><i>“With the cost of living crisis, many rely on free parking in evenings. This will be a further strain for the locals in Southampton”</i></p>	<p>A maximum £2 charge for parking represents a small proportion of the costs associated with an evening out (cinema, restaurant, drinks, petrol, theatre).</p>

	<p><i>"It's expensive enough as it is to go out. Pay for bridge pay for parking pay for fuel your all taking the mick wanting more. If a family or a couple want to go out in the evening for a treat they shouldn't have to find an extra few quid on top to pay for parking when the town centre is empty at night"</i></p> <p><i>"At a time where energy bills have become extortionate & high petrol prices. Do you really think its a good time to add more misery. It'll become a ghost town."</i></p>	
3	<p>Lack and unsuitability of public transport</p> <p>Public transport options to the city centre are not suitable or available for many people as such there is a requirement to drive and use parking.</p> <p>Example comments:</p> <p><i>"The lack of decent public transport forces people to use their own vehicles to go into the city centre"</i></p> <p><i>"Buses are not the answer. Tried it once. Did not appreciate having to wait over 20 minutes in the cold and dark after visiting the Mayflower."</i></p> <p><i>"Buses are so reduced in evening, parking is essential"</i></p> <p><i>"I live outside of the city where public transport costs can be quite high, particularly if a family are travelling in for an event. Having free parking is a huge incentive for those outside of the city. These proposals and the added cost will be yet another barrier in stopping people from being able to access the amenities and events if they live outside of the city"</i></p>	<p>There are a range of Bus Services that operate during the evening including late night services.</p> <p>The Council will continue to support the Night Time Bus Fare of £1 and has recently introduced another initiative, 5 travel for £5 to assist family groups using Public Transport.</p>
4	<p>Safety</p> <p>Using public transport or walking from alternative parking locations will create a safety issue for vulnerable individuals.</p> <p>Examples comments:</p>	<p>The Council recognises that night time safety is a concern amongst the public particularly if travelling home alone.</p> <p>However, it is not within the function of parking charging policies to manage these issues.</p>

	<p><i>“As a single woman I want the safety of a car in the evening - not waiting for a sparely timed bus and having to walk home from a bus stop”</i></p> <p><i>“Not everyone can use public transport especially in the evenings. The air quality is not affected by a PARKED car. The cost of policing on-street car parking cannot be met realistically (off-street maybe can). My personal safety as an elderly person is at risk on the streets walking to and from bus stops. I do not live by a bus stop.”</i></p>	<p>The Council works closely with the Police on supporting Safer Neighbourhoods to improve public safety at night.</p>
<p>5</p>	<p>Revenue raising</p> <p>The evening and overnight parking charges are only being introduced to raise money for the Council.</p> <p>Example Comments:</p> <p><i>“Why don't you just admit its all about extra revenue !!!!”</i></p> <p><i>“Absolutely diabolic. The prices to park during the day are ridiculous as they are and now you want to continue that. Another money making scheme for a greedy council, who don't prioritise important issues within city, but only look at ways to make money.”</i></p>	<p>Parking Charges not implemented to raise revenue, but to address policy goals as outlined in the proposal. Any surplus revenue is used for the public good, with on-street surplus specifically ring fenced for transport related expenditure.</p>
	<p>Confusing tariff structure</p> <p>Having a separate evening charges tariff causes confusion.</p> <p>Example comments:</p> <p><i>“The separate evening tariff is too complicated. If you have to introduce evening charges, just extend the time the daytime tariff ends.”</i></p>	<p>A separate evening tariff structure enables the Council to offer a charging level that is more reflective of the demand at that period. The Council operated a similar tariff structure to that proposed between 2013 and 2021.</p>

<p>Impact on City Centre residents</p> <p>Residents within the city would be unfairly impacted by the introduction of evening parking charges. The cost of parking would be unsustainable for them and their visitors.</p> <p>Example responses:</p> <p><i>“I wish to object to the proposals as a city centre resident, because I have a disability and the reduced parking charges have meant my family have been able to visit in the evening, which has been a lifeline of support.”</i></p>	<p>The Council maintains a series of City Centre Season Tickets by means of a mitigation for residents who need to own a car. The cost of these season tickets had been lowered following the removal of evening parking charges last year and it has not been proposed to increase the cost of the season tickets as part of this proposal.</p> <p>The Council has also proposed reinstating the £150 Overnight Season Ticket as part of this proposal.</p> <p>However, part of the reason for implementing Evening Parking Charges is to manage demand for parking by City Centre residents. There is only a limited amount of parking available relative to other residential areas and the Bargate Ward (which covers the City Centre area) is projected to have a population of circa 28,000 by 2024.</p> <p>Were evening charges not implemented and maintained, the Council would expect to see levels of car ownership within the City Centre increase over time to the detriment of parking availability, congestion and air quality.</p>
<p>Impact on community groups</p> <p>The proposals will have a negative impact on many charities, societies and other community groups which operate in and around the city centre in the evening. The cost of parking would make it impossible for some participate in these groups.</p> <p>Example responses:</p> <p>“Need to park regularly -2x weekly - near Above bar Church for eg.youth activities - so appreciate free parking after 1800hrs”</p> <p><i>“I am one of a small handful of dedicated Volunteer Front of House personnel at the Mast Mayflower Studios, within the Cultural Quarter of Southampton City Centre. As such, we are called to staff the Theatre as required, on a regular basis but at irregular times.</i></p>	<p>The Council will investigate reinstating the Evening Parking Pass for charity workers.</p>

As Volunteers, it will not come as any surprise, the majority of us are Senior Citizens and do not live close to the City Centre. Consequently, as Public Transport to the Venue is either infrequent or not in operation particularly late at night, it is necessitated we use our own Vehicles for transportation. Hence, the use of nearby Parking facilities is unavoidable.

The primary reason we have all enrolled to Volunteer our unpaid services at the Mast Mayflower Studios is to support, foster and promote the struggling Arts in the Community.”

I fear the proposals, to introduce additional Off Street overnight Parking Charges, will of course impact on our preparedness to expend and sustain the further Tariffs.”

PUBLIC NOTICE

THE CITY OF SOUTHAMPTON (CITY CENTRE) ORDER 2022

NOTICE IS HEREBY GIVEN THAT SOUTHAMPTON CITY COUNCIL proposes to make the above Order, the effects of which would be:

- 1 To introduce on-street evening parking charges, Monday to Saturday, 6pm – 8pm, for all on-street pay & display parking bays within the city centre pay & display zone. The charges would be:
For stays of up to 30 minutes - £0.50
For stays of up to 1 hour - £1.00
For stays of up to 1 hour 30 minutes - £1.50
For stays of up to 2 hours - £2.00
- 2 To amend the restricted hours for the no waiting during restricted hours restrictions (single yellow lines) within the city centre pay & display zone to align with the extended charging hours (Monday to Saturday: 8am – 8pm, Sunday, Bank & Public Holidays: 1pm – 6pm). Those no waiting restrictions not aligned to the current charging hours will remain unchanged.

Copies of the draft Order, relevant map and statement of reasons for proposing can be viewed online at transport.southampton.gov.uk/TRO or may be inspected on Wednesdays and Fridays 9am – 4pm at the Southampton and Fareham Legal Services Partnership in the Civic Centre, Southampton SO14 7LY. Further information may also be obtained from the Highways division on 023 8079 8065.

Any person wishing to object or make any other representation relating to this Order must do so in writing via the Councils website: transport.southampton.gov.uk/TRO or by post to the Highways Legal Team at Southampton City Council, Civic Centre, Southampton, SO14 7LY quoting the notice title and stating the grounds for objection, within 21 days of the date of this Notice (i.e. by 19th August 2022).

Please note that all representations submitted, including the name and address of the person submitting it, may be made available for public inspection.

Dated: 29th July 2022

Richard Ivory, Solicitor
Service Director: Legal and Business Operations
Southampton and Fareham Legal Services Partnership



PUBLIC NOTICE

THE CITY OF SOUTHAMPTON (OFF-STREET PARKING PLACES) ORDER 2022

NOTICE IS HEREBY GIVEN THAT SOUTHAMPTON CITY COUNCIL proposes to make the above Order, the effects of which would be:

- 1 To introduce off-street overnight parking charges, Monday to Saturday, 6pm – Midnight, in city centre off-street car parks. The charges would be:

For stays of up to 1 hour - £1.00

For stays over 1 hour - £2.00

Note: no changes are proposed for the Bargate Street Shopmobility, Mayflower Park, The Quays North or The Quays South car parks as separate charging structures apply in these locations.

- 2 To introduce an off-street overnight season ticket for use Monday to Saturday: 6pm – Midnight. At a cost of £150 (£15 for Electric Vehicles), valid for 12 months.

Copies of the draft Order, relevant map and statement of reasons for proposing can be viewed online at transport.southampton.gov.uk/TRO or may be inspected on Wednesdays and Fridays 9am – 4pm at the Southampton and Fareham Legal Services Partnership in the Civic Centre, Southampton SO14 7LY. Further information may also be obtained from the Highways division on 023 8079 8065.

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Dated: 29th July 2022

Richard Ivory, Solicitor
Service Director: Legal and Business Operations
Southampton and Fareham Legal Services Partnership




Equality and Safety Impact Assessment

The **public sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with section 17 of the Crime and Disorder Act and will enable the council to better understand the potential impact of the budget proposals and consider mitigating action.

Name or Brief Description of Proposal	Implementation of evening parking charges between 18:00 and 20:00 for on-street parking locations and between 18:00 and Midnight in off-street parking locations
Brief Service Profile (including number of customers)	25,000 Bargate Ward residents Approximately 2,000 to 5,000 evening visitors to the City Centre per day depending on events. 30,000 if an evening football match is being played
Summary of Impact and Issues	Additional cost for drivers using the parking facilities during the evening period
Potential Positive Impacts	Enables Council to manage demand for evening parking to ensure parking bays are not used by any one driver or group for extended periods to the detriment of availability for other users
Responsible Service Manager	Richard Alderson
Date	21/07/2022

Approved by Senior Manager	Pete Boustred
Signature	
Date	21/07/2022

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	None	N/A
Disability	Blue Badge Holders would need to pay an evening charge in Bedford Place, Eastgate Street, Marlands and Grosvenor Square MSCPs as these are barrier controlled facilities and the charge is applied to all drivers	Blue Badge Holders would still be able to park for any length of time free of charge in all on-street pay and display locations, all surface car parks and West Park Road MSCP during the evening period. As such, there is a good level of alternative parking facilities that are in the immediate vicinity of the barrier controlled MSCPs.
Gender Reassignment	None	N/A
Marriage and Civil Partnership	None	N/A
Pregnancy and Maternity	None	N/A
Race	None	N/A
Religion or Belief	None	N/A
Sex	None	N/A
Sexual Orientation	None	N/A
Community Safety	None	N/A
Poverty	Additional cost to drivers visiting the City Centre and City Centre residents who are car owners	Evening charges were maintained between 2013 and 2021 to manage demand for parking during the

		<p>evening period. Season Tickets at a reduced cost for City Centre residents are available, while residents in City Centre Housing zones have access to permits at a further reduced cost. The cost of evening parking for visitors is a relatively low amount compared to the cost of an evening activity</p>
<p>Other Significant Impacts</p>	<p>None</p>	<p>N/A</p>