



Penalty Charge Notices, residential parking permit income, revenue from on-street chargeable parking, together with a share of surplus parking income generated by the various district councils. To help achieve this, the County Council now delivers the on-street parking service within Fareham, Gosport, New Forest, and Test Valley directly without district or borough council involvement.

7. One of the key elements to help achieve full cost recovery is the implementation of new areas of on-street chargeable parking. Work to introduce two town centre areas of 'pay and display' parking in Lymington and Fareham has made good progress, but further development of these schemes was put on hold following the impact of Covid-19. The Executive Member decision in October 2020 recognised that businesses would require some time to recover from the impact of the pandemic and approved delaying further work on areas of chargeable parking in retail areas, including Lymington and Fareham subject to assessing the prevailing needs in respect of Covid-19. Other locations, including established visitor hotspots, had seen increased demand, and approval was given to continue to develop chargeable parking measures in some of the most highly trafficked areas to help better manage the increased demand for nearby on street parking.
8. Work to introduce on-street chargeable parking at the seafront in Lee-on-the Solent has remained on-track with measures expected to be implemented during the summer, subject to the outcome of the Traffic Order process.
9. One of the principal benefits of on-street chargeable parking is the increased compliance with the timed restrictions resulting in increased turnover of parking space that increases the likelihood of people being able to find a convenient place to park.
10. On-street chargeable parking is seen as an important tool in helping to manage demand for on-street space with 'pay and display' schemes becoming the norm in the majority of cities, towns and larger villages across the UK. The introduction of modest charges will also help complement the district managed off-street car parks, which are generally also subject to parking charges.

### **Contextual information**

11. Five previous reports for the T19 Parking Project have been considered by the Executive Member for Environment and Transport at meetings held in November 2017, June 2018, October 2018, March 2019 and October 2020.
12. The on-street parking project is one of the department's key projects in meeting its Transformation to 2019 savings targets with the targeted rollout of chargeable parking seen as a vital component to achieving this goal.

### **Finance**

13. Approving the recommendation will result in additional parking revenue to help cover costs associated with operating the on-street parking service with the aim of ending the cross subsidisation of parking from Highway Maintenance funds. The level of revenue generated from chargeable parking is anticipated to reach in the region of £450,000 over coming years, which will help offset the County Council's associated costs of delivering the parking service.

## **Performance**

14. The management of on-street parking is a Transformation to 2019 project with an annual savings target of £1.043million. The Covid-19 national lockdown and response phase has affected the timing of some planned aspects of the parking project, and therefore action is required now to review the position and to secure these savings in the longer term.

## **Consultation and Equalities**

15. Any changes to on-street parking controls are subject to the Traffic Order process and therefore formal consultation will be undertaken on a scheme specific basis.

## **Climate Change Impact Assessments**

16. Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
17. The climate change mitigation tool was not applicable because this report relates to lifting a delay in planned and previously approved proposals to introduce chargeable parking in existing areas of limited waiting (time restricted parking).

## **Conclusions**

18. The management of on-street parking is a Transformation to 2019 project with a savings target of £1.043million. The Covid-19 national lockdown and response phases have had a significant impact on some planned aspects of the parking project, and action is required now to secure these savings to avoid further departmental cost of change provision, with implications for other transformation work, or drawing funding away from essential highways activity to meet the shortfall.
19. One of the key elements affected by the Covid-19 response and recovery is the implementation of new areas of on-street chargeable parking in town centre locations, with development of these schemes put on hold following the Executive Member decision in October 2020 pending assessment of the prevailing needs in respect of Covid-19. The lifting of restrictions now makes it possible for chargeable parking in these locations to progress, subject to the outcome of the legal traffic order process.

**REQUIRED CORPORATE AND LEGAL INFORMATION:**

**Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u> <a href="#">On-Street Pay and Display Parking-2020-10-08-EMETE Decision Day (hants.gov.uk)</a>	<u>Date</u> 8 <sup>th</sup> October 2020
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

## **EQUALITIES IMPACT ASSESSMENT:**

### **1. Equality Duty**

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **2. Equalities Impact Assessment:**

This decision has been assessed as having a neutral impact on groups with protected characteristics.

Any changes to on-street parking controls are subject to the Traffic Order process and therefore formal consultation will be undertaken on a scheme specific basis.