

# Tameside Metropolitan Borough Council Equality Impact Assessment Form



<b>Subject / Title</b>	TAMESIDE PARKING REVIEW 2025.
<b>Project Lead Officer (Name and Job Title)</b>	SHARON SMITH – HEAD OF PUBLIC PROTECTION.
<b>Assistant Director / Director</b>	EMMA VARNAM.
<b>Department</b>	OPERATIONS & NEIGHBOURHOODS.
<b>Directorate</b>	PLACE

<b>EIA Start Date</b>	<b>EIA Completion Date</b>
DECEMBER 2024	DRAFT – DECEMBER 2024. Ongoing review as project progresses. FINAL – TBC (expected April 2025).

This Equality Impact Assessment template contains collapsible advice and instructions. **Whenever you see a triangle pictured here, ► click on it to reveal or collapse advice and instructions.**

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**PURPOSE OF THE EQUALITY IMPACT ASSESSMENT**  
**EQUALITY IMPACT ASSESSMENT CORPORATE STANDARDS**

## INITIAL SCREENING

<b>Purpose:</b>	To identify which proposals, need to proceed to Part II of the EIA Process – the full EIA.
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## Step 1: Summarise the proposal

# Tameside Metropolitan Borough Council Equality Impact Assessment Form



1a.	Proposal Title:	TAMESIDE PARKING REVIEW 2025
1b.	Proposal Aims:	<p>The objectives of the review are threefold:</p> <ul style="list-style-type: none"> <li>• Improved understanding of the role of a council parking offer.</li> <li>• New evidence-based parking offer from June 2025.</li> <li>• Framework of guiding principles for parking to inform any future work.</li> </ul> <p>The following outputs will be delivered at the end of the review:</p> <ul style="list-style-type: none"> <li>• Comprehensive parking evidence base.</li> <li>• Proposal for a new parking offer from June 2025.</li> <li>• Framework for ongoing monitoring (dashboard) and review of the parking function.</li> <li>• Set of agreed ‘due regard parking principles’ for future service development.</li> </ul>
1c.	Context:	<p>Tameside Council operates off-street pay and display car parks, plus on-street marked bays which are free but time limited.</p> <p>There are 38 pay and display car parks with 2,666 spaces; and 765 on-street time limited marked bays. Coin and card payment is available in all off-street pay and display car parks.</p> <p>There are 138 designated disabled bays in off-street pay and display car parks. Just over 5% of all off-street pay and display parking spaces. There are 23 on-street bays dedicated for the sole use of Blue Badge holders.</p> <p>There are 11,251 holders of Blue Badges in Tameside. 4.9% of the population. In Tameside’s off-street car parks Blue Badge holders are entitled to an extra hour following the departure time shown on their pay and display ticket. For all on-street parking the national Blue Badge scheme rules apply.</p> <p>There is no statutory requirement for councils to provide a parking service. While it may be a discretionary service, the council as a community-based organisation is aware of the importance of access to parking. Not least for residents to be able to access vital services and to support town centre businesses with footfall. An effective parking offer should enable access to</p>

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- Retail outlets to purchase food, drink, clothing, toiletries and other essentials.
- Services such as college, GPs, hospital, dentists, opticians, Active Tameside etc.
- Social, cultural and leisure activities.
- Employment, training and commuting.

In the context of access, a parking offer should also be cognisant of the needs of people with protected characteristics – e.g. designated parking bays for Blue Badge holders.

It is important to remember that the council service sits within a wider parking model that also includes retail and commercial car parks. Working together they can provide a comprehensive offer that meets the requirements of all users, needs and purposes.

The parking review 2025 will pay due regard to the council’s corporate plan – [Tameside Corporate Plan 2024-28](#). Priorities two and three being of greatest relevance.

- 2 – Opportunity to learn and earn.
- 3 – Safe, green and supportive communities.

Council priorities that influence parking and vice versa include:

- Town centre revitalisation.
- Employment growth areas (e.g. Mayoral Development Zone).
- Housing for town centre living (i.e. alternative land use).
- Transport – joined up offer including active travel, public transport, etc.
- Commuting hubs linking to rail and other transport modes.
- Environment – air quality, carbon reduction, greenspace.
- Financially sustainable public services (& a balanced council budget).

The quality of the parking infrastructure will also be a key consideration. Not least, safety & security (e.g. lighting, CCTV, emergency help points.); signage & information; surface quality; payment methods including accessibility of machines; and designated bays (e.g. for Blue Badge holders).

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 234</p>		<p>As stated above there is no statutory requirement for a council to provide a parking offer. Where a council does choose to provide a parking function then it needs to be mindful of parking specific regulations, plus wider regulations that apply to the development of all public services.</p> <ul style="list-style-type: none"> <li>• Road Traffic Regulation Act 1984.</li> <li>• Road Traffic Act 1991.</li> <li>• Traffic Management Act 2004.</li> <li>• Parking Places (Variation of Charges) Act 2017.</li> <li>• National Blue Badge Scheme.</li>   <li>• Best Value duty (Local Government Act 1999, s3).</li> <li>• Duty to consult (Local Government Act 1999, s3).</li> <li>• Gunning principles.</li> <li>• Public Sector Equality Duty (Equality Act 2010, s149).</li> <li>• Brown principles.</li> </ul>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">1d.</p>	<p>Stakeholders:</p>	<p>The following stakeholders will be involved in the parking review project.</p> <ul style="list-style-type: none"> <li>• Residents – whether users or not (i.e. they are council taxpayers, voters and may be affected indirectly).</li> <li>• Users – from within Tameside or from outside the borough, including those with protected characteristics.</li> <li>• Elected Members – as representatives of residents.</li> <li>• Businesses – especially town centre businesses reliant on footfall.</li> <li>• Interest groups – e.g. Hyde Accelerator Partnership, Stalybridge Delivery Group, Ashton Town Team.</li> <li>• Other stakeholders &amp; partners – e.g. NHS, Tameside College, GMP, supermarkets.</li> </ul> <p>The above stakeholders will be involved in two waves of engagement activity. Firstly a ‘call for input’ from businesses, interest groups and partners. Then a ‘public engagement’ exercise focusing on residents and users (but which any stakeholder can participate in).</p> <p>The outputs from the engagement work will be used to inform the final Equality Impact Assessment (EIA), including whether a full EIA is required in addition to this screening EIA.</p>

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## Step 2: Impact Analysis – identify the impacts

Purpose:	To identify potential impacts the proposal may have on people with protected characteristics.
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**SEE INSTRUCTION:**

Protected Characteristic	Direct Impact	Indirect Impact	Mitigation Required
<i>Select yes or no from the drop-down list in each box to identify whether any direct or indirect have been identified under each protected characteristic, and also select yes or no to determine whether a mitigating action is required. Subsequently, list these impacts in the grey box under each protected characteristic.</i>			
Age	No	Yes	No
Page 235	<b>Older ages - potential frailty and/or disability:</b> <ul style="list-style-type: none"> <li>Physical access and space.</li> <li>Length of stay required due to mobility issues.</li> <li>Blue badge holders.</li> <li>Physical and sensory suitability of payment machines.</li> </ul> <b>Older ages – use of technology:</b> <ul style="list-style-type: none"> <li>Preference for cash or debit card payment, rather than phone, online or app.</li> </ul> <b>Younger ages - parent and child:</b> <ul style="list-style-type: none"> <li>Physical access and space.</li> </ul>		
Sex	No	No	No
Race (including colour, nationality, and ethnicity)	No	No	No
Religion or Belief	No	No	No
Disability	No	Yes	No
	<ul style="list-style-type: none"> <li>Physical access and space.</li> <li>Length of stay required due to mobility issues.</li> </ul>		

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	<ul style="list-style-type: none"> <li>Blue badge holders.</li> <li>Physical and sensory suitability of payment machines.</li> </ul>		
Sexual Orientation	No	No	No
Gender Identity	No	No	No
Pregnancy/Maternity	No	Yes	No
	<ul style="list-style-type: none"> <li>Parent and child. Physical access and space.</li> </ul>		
Marriage/Civil Partnership	No	No	No
Carers	No	Yes	No
	Supporting those with disabilities and/or frailty, and young children: <ul style="list-style-type: none"> <li>See age above.</li> <li>See disability above.</li> <li>See pregnancy &amp; maternity above.</li> </ul>		
Cared for Children and Care Leavers	No	No	No
Mental Health	No	No	No
Neurodivergence	No	No	No
Socio-Economic Disadvantage	No	Yes	No
	<ul style="list-style-type: none"> <li>Affordability of tariffs in an area of socio-economic deprivation and low household incomes.</li> </ul>		
Multiple Marginalisation	No	No	No

## Step 3: Initial Screening Sign Off

Purpose:	To determine whether a proposal should proceed from the Initial Screening to the Full Equality Impact Assessment.
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SEE INSTRUCTION:

1e.	Does the proposal require a full EIA?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Page 237	If you are not undertaking a full EIA, please provide justification as to why not.	<p>Equality considerations that have been identified will be addressed as part of the project outcomes. For the majority they are already covered through the current parking model and the new model is not expecting to generate any additional or different issues that would require mitigations.</p> <p>Below is a summary at this draft EIA stage of issues and how they will be addressed. On that basis, and at this point, a full EIA is not required. However, that will be reviewed as the project develops and the final EIA is drafted.</p> <p><b>Age:</b></p> <ul style="list-style-type: none"> <li>• <b>Frailty/access.</b> Dedicated disabled bays (on-street and off-street) and level surfaces. The National Blue Badge scheme applies for on-street plus 23 bays dedicated for the sole use of Blue Badge holders. Blue badge holders get an additional 1 hour on top of the paid for time in off-street pay and display car parks.</li> <li>• <b>Payment methods.</b> Different payment methods preferred by different age groups. All machines accept cash or card.</li> <li>• <b>Parent &amp; child.</b> While there has not been demand or requests for parent and child parking spaces the council will give thought to introducing such bays as part of the review work and decide as part of the final model.</li> </ul> <p><b>Disability:</b></p> <ul style="list-style-type: none"> <li>• <b>Access.</b> Dedicated disabled bays (on-street and off-street) and level surfaces. National Blue Badge scheme for on-street.</li> <li>• <b>Time.</b> Blue badge holders get an additional 1 hour on top of the paid for time in off-street pay and display car parks.</li> </ul>

Page 238		<ul style="list-style-type: none"> <li>• <b>Payment methods.</b> All machines accept cash or card and are accessible for those with physical and sensory disabilities. The machines used by Tameside Council – the Metric Elite LS – meet EN12414 standards. <sup>2</sup></li> </ul> <p><b>Pregnancy &amp; maternity:</b></p> <ul style="list-style-type: none"> <li>• <b>Parent &amp; child.</b> While there has not been demand or requests for parent and child parking spaces the council will give thought to introducing such bays as part of the review work and decide as part of the final model.</li> </ul> <p><b>Carers:</b></p> <ul style="list-style-type: none"> <li>• <b>Supporting those with disabilities.</b> As above.</li> </ul> <p><b>Socio-economic:</b></p> <ul style="list-style-type: none"> <li>• <b>Affordability of tariffs.</b> tariffs have been benchmarked with other areas across Greater Manchester and alternative non-council provision within Tameside. Currently, free short stay on-street parking is also available.</li> </ul> <p><b>Note.</b> There is good coverage of disabled spaces in total across Tameside’s off-street pay and display car parks. 5% of bays are disabled spaces compared to 5% of the population holding a Blue Badge. However, not every car park has at least one disabled bay. As part of the implementation that will need to be addressed.</p>
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This initial screening has been completed by the EIA Lead Officer:	Name:	SIMON BRUNET.
	Signature:	

<sup>2</sup> BS EN 12414:2020 provides measurable minimum requirements and associated test methods to standardize and qualify: ease of use, convenience of operation, accessibility, security, energy autonomy, environmental resistance, and protection against dangerous situations.

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	Department:	EXTERNAL.
	Date:	23 DECEMBER 2024.
This Initial Screening has been checked by the Assistant Director / Director:	Name:	EMMA VARNAM.
	Signature:	
	Department:	OPERATIONS & NEIGHBOURHOODS.
	Date:	23 DECEMBER 2024.