### Stage 6 – Validation Decision Notice

<table>
<thead>
<tr>
<th>Title of policy/proposal etc. and EIA number</th>
<th>11 - Park Electric Vehicle Rapid Charger</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date of assessment</td>
<td>7 January 2014</td>
</tr>
<tr>
<td>Job titles of assessors</td>
<td>Paralegal - Public Law; Design, Environment and Infrastructure Team Leader; Principal Parking Officer; Senior Planner Transport Strategy.</td>
</tr>
</tbody>
</table>

Consider:

- Was discrimination or disadvantage identified? **Yes**
- If so, was this overcome/can this be overcome?  
- Is the service promoting equality? **N/A**
- Could the service be improved in promoting equality? **N/A**
- Were the Initial Assessment / Screening and Scoping exercises satisfactory? **Yes**
- Is there good evidence/reasoning to support the decisions made? **Yes**
- Are the customers’ needs understood and met? **Yes**
- If actions have been identified, do they address the main issues raised? **Yes**
- Does the summary report properly reflect the key findings of the assessment? **Yes**

**If you have any comments, please note them here:**

Current provision of disabled spaces is about statutory minimum. However, situation will be reviewed if consideration is given to provision of an additional (replacement) space if parking availability for RHE holders is an issue.

**The decision is to:**  Validate ✔️  Not validate ☐

If not validated, please explain:

**Signed**

[Signature]

**Designation**

Director

**Name**

L. Taylor  H. Eachus

**Date**

19/2/14
# Equality Impact Assessment

## Stage 1

### STAGE 1 – Initial Assessment

<table>
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<th>Title of policy/proposal etc. and EIA number</th>
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## The Assessment

This Equality Impact Assessment (EIA) considers the impact of the installation of an electric vehicle rapid charger (EVRC) at Central Car Park on the protected characteristics and other groups, in line with the Public Sector Equality Duty (PSED) and the Equality Act 2010. Where any adverse impact is identified, mitigating actions will be considered.

The provision of the borough’s first electric vehicle rapid charger is being driven by the Leader of the council and the Portfolio Holder for Climate Change. The council was approached by the Renault-Nissan Alliance in March 2013 offering to supply the council with a single EVRC at zero cost. This offer of a rapid charger meant that the council could apply for funding from the Office for Low Emission Vehicles (OLEV) to fund the entire cost of the installation of an electric vehicle rapid charger in the borough. The council applied for funding from OLEV at the end of March 2013 and successfully secured grant funding to install the donated EVRC.

Following receipt of the grant offer from OLEV the council had to select a site suitable for the installation of an EVRC. The core criteria that informed the site selection process were that the site should be in:

- a council owned public car park that can be accessed 24 hours a day
- a town centre location in close proximity to the main shopping areas
- close proximity to an energy supply to ensure delivery and minimise construction works.

The site selected was the council’s Central Car Park which meets the above criteria and the parking space selected for the location of the charge point is adjacent to an electrical substation which has the capacity to power the charger which will draw a sizable amount of electricity (50KW) from the grid when in operation. Use of this parking space will avoid the inconvenience and additional cost of installing a charging point in an alternative location within Central Car Park.

The site selected is currently designated as a disabled parking bay and forms one of 14 disabled parking bays within Central Car Park. The provision of the electric vehicle rapid charger will require the disabled parking bay to be removed so that the bay can be designated as an electric vehicle only bay. It is for this reason that this equalities assessment has been undertaken for this project.
Equality Impact Assessment

Assessment Findings

It was considered whether the proposal could have a differentially negative impact on disabled service users. The Department for Transport published ‘Parking for Disabled People’ in 1995 to provide advice to local authorities, car park owners and operators for the provision of car parking for those with all of types of mobility issues. The document includes guidance on the recommended number of disabled parking bays to be provided in off-street car parks.

Central Car Park is predominantly used for shopping recreation and leisure and has a capacity of fewer than 200 spaces (152). Therefore the guidance requires that 6% of parking bays should be disabled bays. To comply with the recommended standard at least 9 disabled bays should be provided in Central car park. However there are currently 14 disabled parking bays at Central Car Park located within two main areas, which exceeds the requirements by five spaces. Therefore, the loss of a single disabled parking bay at Central Car Park will not impact the council’s ability to maintain provision that exceeds national standards.

The council currently provides 78 disabled parking bays (including on street parking) out of a total of 1580 council controlled car parking bays. Therefore, 5% of the council’s town centre parking stock is designated as disabled parking bays. This exceeds the national standard (4 spaces plus 4%) contained within the DfT guidance by 11 designated spaces. This means that the loss of a single disabled parking bay from the portfolio of council controlled (enforced) car parking bays Park will not impact the council’s ability to maintain provision that exceeds national standards.

Other protected characteristics groups were considered; however, no differential impact of the proposed change was noted.

Justification

The previous section concludes that the council’s provision of disabled parking bays in Basingstoke town centre and the provision at Central Car Park and across the council controlled stock exceeds national standards and will continue to do so once the EVRC has been installed. However, we recognise that individual blue badge holders might be affected by the change. To mitigate such impacts, the project manager attended a meeting of the Basingstoke Access Group/District Disability Forum to present the project to the group and identify the impacts of the proposal (i.e. the loss of a single disabled parking bay). A core objective of the presentation was provide attendees with information on alternate disabled parking bays within the locality and promote the fact that blue badge holders can also park:

- in any council owned pay and display car park, but not in designated permit holder bays or loading bays. No payment is required, and there is no limit to the length of stay
- on single yellow lines on roads (but not in car parks), for up to three hours, except where vehicles could cause an obstruction
- on double yellow lines on roads (but not in car parks), for up to three hours, except where vehicles could cause an obstruction or where there is a loading ban (indicated by kerb markings and signs)
- in any council owned pay and display car park, but not in designated permit holder bays or loading bays. No payment is required, and there is no limit to the length of stay
Equality Impact Assessment

Stage 1

Following the presentation there was an open discussion with attendees and it was generally accepted that the selected location for the rapid charger seemed like a logical location given the site selection criteria. However, the group expressed concern about the loss of a single disabled parking bay at Central Car Park and requested that the council provide a replacement bay within the car park. The project manager agreed to discuss this request with the council’s Principal Parking Officer. Members of the group also agreed that once the scheme is agreed and the council is aware of the date that the disabled parking bay will be taken out of use, notices should be put up in the affected parking bay to inform users of this pending change.

This assessment concludes that, based on the evidence considered and proposed mitigation measures, this assessment will not move to Stage 2. However it is also proposed that:

- signage is provided on the space to advise of the change of use
- consideration is given to the possibility of creating another disabled parking space to replace the one that will be used for the rapid charger
- the implementation of the project is monitored to ensure that any unforeseen equalities issues that arise are addressed
Stage 5 – Summary Report

| Title of policy/ proposal etc. and EIA number | 11 - Park Electric Vehicle Rapid Charger |
| Date of assessment                          | 7 January 2014                           |
| Job titles of assessors                     | Paralegal - Public Law; Design, Environment and Infrastructure Team Leader; Principal Parking Officer; Senior Planner Transport Strategy. |

Assessment summary

This Equality Impact Assessment (EIA) considered the impact of the installation of an electric vehicle rapid charger (EVRC) at Central Car Park on the protected characteristics and other groups, in line with the Public Sector Equality Duty (PSED) and the Equality Act 2010. Where any adverse impact was identified, mitigating actions were considered.

Following receipt of the grant offer from Office for Low Emission Vehicles (OLEV) the council had to select a site suitable for the installation of an EVRC. The core criteria that informed the site selection process were that the site should be in:
- a council owned public car park that can be accessed 24 hours a day
- a town centre location in close proximity to the main shopping areas
- close proximity to an energy supply to ensure delivery and minimise construction works.

The site selected was the council’s Central Car Park which meets the above criteria and the parking space selected for the location of the charge point is adjacent to an electrical substation which has the capacity to power the charger which will draw a sizable amount of electricity (50KW) from the grid when in operation. Use of this parking space will avoid the inconvenience and additional cost of installing a charging point in an alternative location within Central Car Park.

The site selected is currently designated as a disabled parking bay and forms one of 14 disabled parking bays within Central Car Park. The provision of the electric vehicle rapid charger will require the disabled parking bay to be removed so that the bay can be designated as an electric vehicle only bay. It is for this reason that this equalities assessment has been undertaken for this project.

Assessment findings and evidence used to draw conclusions

It was considered that the proposal could have a possible differentially negative impact on disabled service users.

Research was carried out into the Department for Transport’s ‘Parking for Disabled People’ in 1995 to provide advice to local authorities, car park owners and operators for the provision of
Equality Impact Assessment

Car parking for those with all of types of mobility issues. The document includes guidance on the recommended number of disabled parking bays to be provided in off-street car parks.

Central Car Park is predominantly used for shopping recreation and leisure and has a capacity of fewer than 200 spaces (152). Therefore the guidance requires that 6% of parking bays should be disabled bays. To comply with the recommended standard at least 9 disabled bays should be provided in Central car park. However there are currently 14 disabled parking bays at Central Car Park located within two main areas, which exceeds the requirements by five spaces. Therefore, the loss of a single disabled parking bay at Central Car Park will not impact the council’s ability to maintain provision that exceeds national standards.

The council currently provides 78 disabled parking bays (including on street parking) out of a total of 1580 council controlled car parking bays. Therefore, 5% of the council’s town centre parking stock is designated as disabled parking bays. This exceeds the national standard (4 spaces plus 4%) contained within the DfT guidance by 11 designated spaces. This means that the loss of a single disabled parking bay from the portfolio of council controlled (enforced) car parking bays Park will not impact the council’s ability to maintain provision that exceeds national standards.

It was concluded that the council’s provision of disabled parking bays in Basingstoke town centre and the provision at Central Car Park and across the council controlled stock exceeds national standards and will continue to do so once the EVRC has been installed. However, it is recognised that individual blue badge holders might be affected by the change as they rely on these designated spaces that are near to shops and services.

To mitigate any potential negative impacts, the project manager attended a meeting of the Basingstoke Access Group/ District Disability Forum to present the project to the group and identify the impacts of the proposal (i.e. the loss of a single disabled parking bay). A core objective of the presentation was provide attendees with information on alternate disabled parking bays within the locality and promote the fact that blue badge holders can also park:

- in any council owned pay and display car park, but not in designated permit holder bays or loading bays. No payment is required, and there is no limit to the length of stay
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Following the presentation there was an open discussion with attendees and it was generally accepted that the selected location for the rapid charger seemed like a logical location given the site selection criteria. However, the group expressed concern about the loss of a single disabled parking bay at Central Car Park and requested that the council provide a replacement bay within the car park. The project manager agreed to discuss this request with the council’s Principal Parking Officer. Members of the group also agreed that once the scheme is agreed and the council is aware of the date that the disabled parking bay will be
taken out of use, notices should be put up in the affected parking bay to inform users of this pending change.

Other protected characteristics groups were considered; however, no differential impact of the proposed change was noted.

Recommendations for action

This assessment concludes that, based on the above findings, the following should be actioned:

- signage is provided on the space to advise of the change of use
- consideration is given to the possibility of creating another disabled parking space to replace the one that will be used for the rapid charger
- the implementation of the project is monitored to ensure that any unforeseen equalities issues that arise are addressed