

REPORT TITLE: PRIDE IN PLACE - PARKING AND ACCESS IMPROVEMENT PROGRAMME

25 JANUARY 2023

REPORT OF CABINET MEMBER: Cllr Kelsie Learney – Cabinet member for Climate Emergency

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WARD(S): ALL WARDS

PURPOSE

The purpose of this report is to consider and agree the proposed Parking and Access Improvement Programme for 2023/24 and an indicative programme for 2024/25. This programme is an important aspect of the Council's Pride in Place objective.

The programme consists of both capital and revenue expenditure and is part of the Council's Asset Management Plan and delivery of the Parking and Access Strategy across the whole district.

The City of Winchester Movement Strategy recognises the importance of parking as a means to help manage traffic movements through the city and, as part of this objective, the need for additional park and ride provision has been identified. Parking management is also a tool to support wider traffic management which enables us to address the Climate Emergency and improve air quality.

The report also covers progress made in 2022/23 programme for maintaining and improving parking assets and sets out additional proposals for maintenance and enhancements of car parks for 2023/24 and beyond including proposals for digital transformation and customer service improvements in relation to parking services.

An update is provided within this report on works still to be delivered or that are no longer required as the business needs have changed. A key part of this has been the impact of, and the response to, COVID 19 which has had a significant effect on traffic levels, parking patterns, and driver behaviour. It has also had a direct impact on progress on a number of projects. A further impact has been the decision by the County Council to take back the on-street parking enforcement, which requires a

significant amount of planning, on top of which the financial outlook caused by international uncertainty has increased inflation and required some tariff amendments in the agreed medium term financial strategy.

RECOMMENDATIONS:

That Cabinet:

1. Subject to Full Council approval of the Budget and Capital Investment Strategy in February 2023, approve expenditure of £580,000 for the car park major works programme 2023/24 as outlined in appendix A.
2. Approve a 2-year fixed term post for a Project Officer to support delivery of this programme of work funded from the parking reserve fund.
3. Note the indicative programme for 2024/25 is yet to be fully defined subject to condition surveys and further evaluation work being completed.
4. Delegate to the Head of Programme in consultation with the Corporate Head of Asset Management and Cabinet Member for Climate Emergency, authority to procure and to make minor adjustments to the programme in order to meet maintenance and operational needs of the car park service throughout the year, as required.

IMPLICATIONS:

1 COUNCIL PLAN OUTCOME

- 1.1 On-going investment in the Council's parking infrastructure is consistent with the Council Plan in relation to delivering against the priorities of tackling the climate emergency and creating a greener district with better air quality, and a vibrant local economy as well as managing our car parking offer, which includes investment in infrastructure, helps to influence customer choices and behaviour as well as supporting the local economy.
- 1.2 The planned works also help to underpin the adopted Parking and Access Strategy and take full account of the City of Winchester Movement Strategy (WMS). A report on the Electric vehicle charging strategy was considered by Cabinet in February 2020 (CAB3206) and is now being rolled out across the district.
- 1.3 The planned works support the 'pride in place' activities which are a particular area of focus for the city council. Anti-social behaviour in and around car parks can be detrimental to the resident and visitor perceptions of the city centre, and the intended programmes also support improvements in the pride in place approach that the city council is taking. Much work has been undertaken in car parks to actively remove graffiti, deal with vandalism and to undertake regular security patrols in the council's car parks affected by such activity. Officers have also been working with partners to address vandalism and antisocial behaviour.

2 FINANCIAL IMPLICATIONS

- 2.1 The total programme of works identified in this report amounts to £2,149,000 in 2023/24.
- 2.2 Of the total programme, approval for expenditure is sought for £580,000 in 2023/24. Of the proposed works, £75,000 will be funded from the capital receipts reserve with the balance to be funded from the car parks' property earmarked reserve. The balance of this reserve as at 31 March 2022 was £1,899,000.
- 2.3 The items in section 13.2 are significant works and are subject to separate business cases and approvals. Further detail is provided in the supporting information below.
- 2.4 Investing in parking infrastructure will reduce the risk of loss of income from parking charges, which helps to cover rising costs of management of our facilities, by ensuring that car parks are attractive and well used facilities which are fit for purpose. This is an important component in implementing our Parking and Access Strategy across the District and will, in addition, help to prevent any claims against the Council resulting from accidents or other incidents in car parks.
- 2.5 COVID has had a significant effect on parking usage and therefore income. It is difficult at present to accurately quantify the long-term impact of COVID on

parking patterns and therefore income resulting from changes in commuter and visitor behaviour, but the actions set out in this report are identified to ensure that the council is ready to respond when a return to more normal conditions occurs.

3 LEGAL AND PROCUREMENT IMPLICATIONS

- 3.1 Under section 1 of the Localism Act 2011, the Council has the power to undertake any activity a normal person could undertake, for the benefit of the authority, its area or persons resident or present in its area. The Council is satisfied it has the enabling power(s) to procure and award a contract for services following a robust procurement exercise.
- 3.2 The Council has an obligation as a best value authority under section 3 of the Local Government Act 1999 to “make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness” together with a duty of care to the public to ensure that both the car parks and park and ride facilities are safe to use and maintained in a condition that is fit for purpose. It is considered by officers that the proposed programme assists the Council to meet these requirements.
- 3.3 Any procurement for goods and services will be in line with the Council’s Contract Procedure Rules and Public Contract Regulations 2015 (PCR2015) and subsequent contracts managed in-line with the Council’s Contract Management Framework.

4 WORKFORCE IMPLICATIONS

The majority of works will be managed or delivered ‘in house’ by the Council’s Parking, Estates, Special Maintenance and Transport and Engineering Teams. Delivering the programme of work included in this report will require officer time in order to plan, organise and to implement it.

5 PROPERTY AND ASSET IMPLICATIONS

Works are in line with the Council’s Asset Management Programme and reflect the operation of Council car parks.

6 CONSULTATION AND COMMUNICATION

The proposals in this paper are as set out in the Winchester Movement Strategy and the Parking and Access Strategy and reflect the consultation results of both. The Parking and Access Strategy was agreed by Cabinet on 11th March 2020 and the Winchester Movement Strategy was approved by Cabinet on 20th March 2019.

Where major works are undertaken, local ward councillors will be consulted before works begin.

7 ENVIRONMENTAL CONSIDERATIONS

Environmental considerations have informed the programme in terms of delivering measures which will help to reduce our carbon footprint in line with the Climate Emergency declaration and commitment to improve air quality in Winchester particularly in respect of energy efficient lighting systems, future provision of electric vehicle charge points, cycle parking and park and ride provision.

8 EQUALITY IMPACT ASSESSEMENT

8.1 An Equality Impact Assessment has been undertaken in relation to the overall programme of works set out in appendix B of this report. A significant number of the Council's car parks have achieved Disabled Parking accreditation from Disabled Motoring UK. Individual actions which may have an impact on equality matters will be assessed on a case by case basis.

9 DATA PROTECTION IMPACT ASSESSMENT

All new projects will note and adhere to any requirements regarding Data Protection and GDPR, both internal and external, and with the recommendations of the data impact assessment.

10 RISK MANAGEMENT Risks are set out below.

Risk	Mitigation	Opportunities
Property – failing to maintain Council property in an attractive and safe condition may lead to complaints, reduced usage and claims against the Council.	Continued inspection and associated investment to address defects means that car parks remain fit for purpose and are safe.	Opportunities to explore new technology in areas such as energy efficient lighting, emissions reductions and new build facilities and reduce costs whilst including measures, which address the Climate Emergency.
Community Support – Poor car parking will undermine confidence in the Council to support its communities.	Maintain and improve the parking offer.	Utilise the new RingGo contact for phone payments which offers significant benefits to customers and the council
Timescales	n/a	n/a
Project capacity, - – Inadequate resources result in a failure to deliver projects.	Additional staff employed to deliver projects where needed.	Use car parking reserve to fund officer post to enable delivery of workload
Financial / VfM – failing to have safe and well managed car parks and reliable /working parking machines that give customers a range of payment options, may	Investment in replacing machines each year has taken place and this has enabled customers in all town centre car parks to have a range of payment options and ensured that	Creates efficiencies and delivers customer aspirations enhancing the Council's reputation. Opportunity to generate income and customer

result in loss of income and detrimentally effect the implementation of the Parking & Access Strategy	customers are able to make payment. It also means that the Council's parking stock is Payment Card Industry ['PCI'] compliant and will help to assist in achieving Digital Transformation Projects such as the new Council reception project.	improvements from the recently procured new RingGo contract.
Financial - Costs	Increasing prices in the current period of high inflation could limit the number of projects that can be delivered for this budget.	Getting fixed priced quotes where possible and careful budget management of the programme at project level.
Legal – The Council has an obligation to maintain its car parks in a safe condition for all users.	Maintaining car parks in a safe condition helps to minimise claims from injuries and damage to vehicles; this helps to reduce any possible reputational damage and financial claims.	
Innovation - Missing opportunities to invest in new technology including energy efficient lighting would mean that the Council would fail to realise energy efficiencies/reductions in our carbon footprint and other savings.	The Council continues to investigate and implement lighting and other measures to improve the parking stock and to reduce energy consumption costs and the Council's carbon footprint.	
Reputation - Failing to maintain car parks and to carry out preventative and reactive repairs to an acceptable standard may damage the reputation of the Council and attract criticism from customers as well as reducing use and therefore income.	By carrying out a programme of condition surveys and other inspections and subsequent repairs, the Council will ensure it has attractive and safe car parks which will encourage use.	Safe and well managed car parks, should encourage additional use and will provide for the needs of all members of our communities.

11 SUPPORTING INFORMATION:

- 11.1 The Parking and Access strategy is publicly available on the parking pages of the council's website. [Winchester Parking and Access strategy -](#)

The Parking and Access Strategy was formulated alongside the Winchester Movement Strategy (WMS) to ensure it contributes to its core priorities of reducing city centre traffic, supporting healthier lifestyle choices and providing investment in infrastructure to support sustainable growth. It should be noted that the County Council will be taking back control of on-street parking from October of this year. The City Council will remain responsible for public car parks so it will be important that both authorities work together through joint parking and access plans for on and off-street parking and to ensure that both approaches are aligned and support the Winchester Movement strategy objectives.

- 11.2 The parking and access improvement programme sets out the spending plans for 2023/24 incorporating both capital and revenue costs. It consists of a variety of works including building improvements maintenance and equipment replacement; car park resurfacing and improvements; future parking provision; and new software solutions to improve efficiency and deliver customer expectations, as well as improvements to reduce the Council's carbon footprint. These include improving cycle parking across the district catering for different types of bicycles and the needs of different areas. These improvements have been informed by consultation with key stakeholders and is being planned and delivered in partnership with the County Council. A further joint project with the County Council is the development of Local Cycling and Walking Improvement Plans for Winchester and the remaining part of the district. A draft plan has been produced and consulted upon for Winchester and is currently being revised to take account of comments received. The plan for the rest of the district is being developed with key input from stakeholders and should be ready in draft form later this year.
- 11.3 Some funding has been allocated from the parking and access programme to support bus services. The bus industry is still recovering from the impact of covid and passenger numbers are still less than they were pre-covid. Also, the Government did not allocate any funding to the county council following its bid for Bus Service Improvement Grant and the County Council is currently considering its own funding across all service areas including bus support. As such the way this programme supports bus services in the future needs further thought and discussion with the County Council.
- 11.4 The programme set out in this report includes expenditure proposals for 2023/24 and an indicative programme for 2024/25. For 2023/24 the total proposed programme including any carry forwards amounts to £2,149,000 of which £1,839,000 is classified as capital expenditure and £310,000 as revenue expenditure.
- 11.5 The programme set out in detail in Appendix A reflects the current needs and priorities of the Council and helps deliver the Council Plan in terms of its sustainable transport, asset management and broader strategic objectives. In particular this programme of works is:
- Encouraging a change in parking behaviour to support carbon and air quality objectives;

- improving health and safety;
- delivering our general obligations for maintenance and equipment replacement in relation to its assets;
- additional cycle and car parking provision where appropriate;
- digital transformation;
- reducing the Council's energy consumption;
- delivering enhanced customer service

12 **2022/23 Programme – Progress**

12.1 As an update on works that have taken place since the previous report to Cabinet in January 2022 (CAB 3330), the following projects have been undertaken or are in the process of being completed.

12.2 The total programme for 2022/23 was £889,000.

Improved air quality and lower carbon

Park and Ride improvements (£200k)	
Resurfacing and repair works are required in the park and ride car parks to improve usage, particularly at Barfield and St Catherine's. Works in 2022/23 are expected to be £100,000 with the remainder carried out in 2023/24	Works have been programmed to repair the required sections of the Barfield park and ride car park for early 2023, with further works planned at St Catherine's in 23/24
To support cycling provision and study (£50K)	
To improve the provision of secure cycle parking and access across the District – with better provision for electric bikes, cargo bikes and improved CCTV coverage of bike parking areas. Separately we will survey interest in on-street bike hangars in residential areas. This will include carrying out study work as required as part of a District wide Local Cycling and Walking Improvement plan.	Jointly funded project with Hampshire County Council. A plan for providing enhanced cycle parking facilities has been agreed with key stakeholders and it is intended to install these in the spring. Cycle lockers have been installed at Barfield 2 park and ride and at new leisure centre along with additional cycling parking at leisure centre. Joint work with Hampshire Police on bike security marking has also been taking place.
Improved car park signage (£35k)	
£50,000 was approved in 2021/22 to improve signage and encourage people to use better value parking outside the Air Quality Management Area and walk into the centre, and of this it is estimated that	New signs have been added to several car parks, with Chesil being totally re-signed from top to bottom, alongside improvements in other car parks including in the market

£15,000 will be spent in year with £35,000 being carried forward to 2023/24	towns.
Development and delivery of a parking and access strategy for the market towns (£25k)	
To improve condition and effectiveness of the main market towns in line with parking and access plans.	Completed signage work in Alresford and Wickham. A signage scheme has also been designed for Bishops Waltham to be delivered early in 2023. In addition a new service level agreement for Alrebury park has been agreed with New Alresford Town Council and a management arrangement and associated new parking charges implemented in Station car park, New Alresford, including adding motorcycle bays
Chesil MS – additional CCTV (£25k)	
Additional CCTV is required at the Chesil MS car park in order to extend the coverage of the cameras to support improved usage of the park and walk car parks.	A cost estimate and scheme design for additional CCTV to cover each floor in Chesil multi storey car park has been obtained. It is intended to implement these changes in 23/24.
Bus access enhancements (£10k)	
As part of enhancing access an allocation is being made to help pump prime service enhancements, service extensions, or support the move to electric buses at park and rides at service retender during 2023. It may be that significant improvements will require further funding from the parking reserve.	Detailed discussions have taken place with bus operators about effective use of this funding. An effective use of this funding has not yet been identified.

Modern Payments and enforcement

Pay machine upgrade (£100k)	
To roll out contactless payments and vehicle registration number input to support better payment and enforcement systems.	Apart from individual payment machines, such as in the railway station car park in Alresford, and 22/23 planned additions to Bishops Waltham and Wickham, the majority (c £75k) will be rolled forward to 23/24.
Upgrade to public WIFI (£20k)	
To enable phone and electronic payment throughout large central car parks, which in turn reduces the need for machines and	Work has been scoped out however the deployment of this has been rolled forward to 23/24 to provide

cash collection at high cost.	this upgrade along with the amended tariffs following CAB3374 General Fund and Mid Term Financial Strategy 15 th November 2022.
Civil Enforcement Officer equipment (£30k)	
To replace and enhance CEO equipment to ensure their safe and continuous operation, through new mobile phone and telemetry and video cameras.	Completed with new mobile phone, telemetry and video cameras
Improved customer service (£10k)	
Purchase of letter response master system or equivalent (carried forward from 2021/22)	Rolled forward to 23/24, and subject to development of improved parking policy to support the move away from on street parking

Accessible and safe

Garnier Road surfacing (£10k)	
Feasibility study, design and business case for an improved and possibly charged car park at Garnier Road with signage, more blue badge spaces and supporting enforcement, which would then enable better access to the Handlebar Cafe, Hockley viaduct, St Catherine's Hill and the Itchen Navigation Heritage Trail for people with limited mobility as well as better management of the car park.	Design work has been completed during 22/23 to provide 2 accessible disabled parking bays. It is intended to implement these in 23/24 along with improved signage. Further consideration will be given to the management and charging mechanism used at this car park.
Updates to CCTV system (£150k)	
The indicative estimate to update the CCTV system is likely to cost around £150,000, and would involve a project to replace and improve upgrades to the whole system to make it fit for purpose in the future and include allowing additional cameras to be connected, however project would flex depending upon what objectives are required for CCTV in the future.	Will be completed during 22/23 and is supporting improved access to footage and reporting abilities from the team managing the CCTV system. It will also enable additional cameras to be monitored.
Car park repairs and remarking (£25k)	
Responsive repair and maintenance works across the Council's car parks as required throughout the year – including improved walking routes through car parks where appropriate.	This project will remain on the improvement plan on an annual basis.

13 Proposals for 2023/24

13.1 The proposed programme for 2023/24 is £580,000 and the indicative programme for 2024/25 is summarised below and listed in Appendix 1:

Improved air quality and lower carbon	
Park and Ride improvements	£100,000
Resurfacing and repair works are required in the park and ride car parks to improve usage, particularly at St Catherine's. Works in 2022/23 are expected to be completed in Barfield at a cost of £100,000 with the remainder carried out in 2023/24 in St Catherine's.	
To continue to support cycling provision and study	£20,000
Ongoing work to improve the provision of secure cycle parking and access across the District – with better provision for electric bikes, cargo bikes and improved CCTV coverage of bike parking areas.	
Improved car park signage	£35,000
Over 21/22 and 22/23 the anticipated spend on parking signage will be c.£50,000. With the agreed tariff changes and rises, there will be a need to continue improving signage, both within and directing to the car parks to ensure residents and visitors are able to take advantage of the range of tariffs and payment mechanisms available to them.	
Development and delivery of parking and access strategy actions in the market towns	25,000
To improve condition and effectiveness of the main market towns in line with parking and access plans.	
Chesil MS – additional CCTV	75,000
Additional CCTV is required at the Chesil MS car park in order to extend the coverage of the cameras to support improved usage of the park and walk car parks. £25,000 of this is carried forward from 22/23	

Modern Payments and enforcement	
Pay machine upgrade	75,000
To roll out improved payment machines to reduce ongoing maintenance costs and improved customer service. Carried over from 22/23.	
Upgrade to public WIFI	20,000
To enable phone payment throughout large central car parks, which in turn reduces the need for machines and cash collection at high cost. Carried over from 22/23	
Improved customer service	10,000
Purchase of letter response master system or equivalent (carried forward from 22/23), but dependent on new parking policies being written to allow accurate enforcement after the hand back to the County Council of the agency agreement in October 23	

Accessible and safe	
Garnier Road surfacing	20,000
Installation of two signed disabled bays in Garnier road car park and associated signage. This will enable better access to the Handlebar Cafe, Hockley viaduct, St Catherine's Hill and the Itchen Navigation Heritage Trail for people with limited mobility as well as better management of the car park. Further consideration will be given to the management and charging mechanism used at this car park, including potential for EV charging installation.	
CCTV – camera review and replacement programme	75,000
Work to undertake replacement CCTV cameras to upgrade where requirement is greatest.	
Car park repairs and remarking	75,000
Responsive repair and maintenance works across the Council's car parks as required throughout the year – including improved walking routes through car parks where appropriate, and painting of Chesil street car park with anti-graffiti paint.	
In addition, whilst not requiring expenditure in 23/24, looking forward to potential expenditure on 24/25, a review of options for improved variable messaging and traffic and space counting technology will be undertaken. In addition a review and update of the payment	

systems in Middle Brook street and the Brooks car park.	
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Capacity to deliver	
Project officer	£50,000
To employ a fixed term resource to add to the parking team to enable delivery of these projects. This is the cost of 1 years provision.	

13.2 The following major works are subject to separate approval:

Works subject to separate approval	
Upgrades to toilets - to refurbish and improve the Chesil and Worthy lane car park public toilets to ensure they are safe to use, reduce maintenance, reduce time when out of use, and improve the customer experience, meeting current design expectations.	£200,000
Chesil Multi-Storey - £350,000 was approved for expenditure to carry out the next phase of enhancement which included the replacement of fire doors, refurbishment of the public conveniences, and the resurfacing of the top floor. The fire doors were replaced in 2020 at a total cost of £51,000 with the remaining works, the resurfacing and waterproofing of the top floor, expected to be completed in 23/24.	£299,000
Chesil Multi-Storey additional works - the Capital Investment Strategy (February 2022) included £400,000 to replace 2 lifts in the car park which are nearing the end of their useful lives and are no longer economical to repair, aiming for 2023/24. Due to inflation, an increase to the budget (to £500,000) will be requested as part of the Capital Investment Strategy in February 2023. In addition, a budget of £120,000 has been allocated to replace the existing LED lighting throughout in 2024/25.	£620,000
The Dean - New Alresford	£1,005,000 total cost.
Officers are working with the developer and the land agent to help bring forward a development at The Dean in New Alresford, including a new public car park which is acceptable in planning terms and which provides suitable public car parking. These discussions are ongoing and a layout of a car park which will provide around 42 spaces to the rear of a new development off The Dean is being progressed. A public exhibition was held in September on the proposals and a planning application is being prepared.	

- 13.3 The ventilation system in the Brooks has been in operation since its opening. This is potentially a very significant cost to upgrade or replace and is outside the scope of this decision. It will require investigation to identify the timing and value required and to ensure the parking reserve has the capacity to respond to this requirement. However potentially the cost is c£1million, and this needs to be subject to review for addition to the long-term capital programme.

14 OTHER OPTIONS CONSIDERED AND REJECTED

- 14.1 If we do not invest in decarbonisation and air quality initiatives, we will fail to deliver core council priorities in both these areas
- 14.2 Not investing in Council car parks and their infrastructure may lead to financial loss if car parks are not able to be used or are unattractive to drivers. Losses may also result if accidents occur which generate successful claims against the Council. There is also a risk of reputational damage to the Council, and an adverse impact on the city and market towns' economies, through lack of good quality parking provision which help to underpin these locations in terms of meeting business and visitor needs.

BACKGROUND DOCUMENTS:-

Previous Committee Reports:-

CAB 3070 Q1 FINANCE AND PERFORMANCE MONITORING 19th September 2018 (Brooks' lighting upgrade)

CAB3060 Q4 2017/18 FINANCIAL AND PERFORMANCE MONITORING 18th July 2018 (Virtual permits)

CAB3284 CAR PARKS MAJOR WORKS PROGRAMME 2021/22

CAB3335 General Fund Budget 17th February 2022

CAB3374 General Fund and Mid Term financial Strategy 15th November 2022.

Other Background Documents:-

[Winchester Movement Strategy](#)

[Winchester Parking and Access strategy -](#)

APPENDICES:

Appendix A – Proposed work programme for 23/24 and indicative programme for 24/25

Appendix B Equality Impact Assessment

APPENDIX A

CAR PARK / ITEM	PROJECT	Capital	Revenue	TOTAL
<u>2023/24</u>		£	£	£
Improved air quality and lower carbon	Park and Ride improvements	100,000		100,000
	To continue to support cycling provision and study		20,000	20,000
	Improved car park signage		35,000	35,000
	Development and delivery of a parking and access strategy for the market towns		25,000	25,000
	Chesil Multi Storey – additional CCTV (25k is c/fwd from 22/23)	75,000		75,000
Modern payments and enforcement	Pay Machine upgrade (c/fwd from 22/23)		75,000	75,000
	Upgrade to public WIFI (c/fwd from 22/23)	20,000		20,000
	Improved customer service (c/fwd from 22/23)		10,000	10,000
Accessible and Safe	Garnier road resurfacing		20,000	20,000
	CCTV camera review and replacement programme	75,000		75,000
	Car park repairs and remarking		75,000	75,000
Capacity to deliver	Project officer		50,000	50,000
Total expenditure to be approved		270,000	310,000	580,000
Other works subject to separate approval				
Chesil and Worthy Lane car parks	Toilets upgrade	200,000		200,000
Chesil MS	Resurfacing and waterproofing of the top floor. Budget and expenditure has already been approved.	299,000		299,000
Car Park at the Dean (Previously approved)	Acquisition of land and car park development, subject to planning related funding	600,000		600,000
Chesil lifts	Replacement of the two lifts within Chesil park and Walk	500,000		500,000
		1,569,000	0	1,569,000
TOTAL PROGRAMME		1,839,000	310,000	2,149,000

<u>Indicative 2024/25</u>		£	£	£
Improved air quality and lower carbon	To continue to support cycling provision and study		20,000	20,000
	Development and delivery of a parking and access strategy for the market towns		25,000	25,000
	Improved car park signage		35,000	35,000
Accessible and Safe	CCTV camera review and replacement programme	75,000		75,000
	Car parking repairs and remarking		25,000	25,000
	Review of pay on foot barrier technology at Middle Brook Street and the Brooks car park		10,000	10,000
	Variable messaging and traffic count /space availability technology to be installed	50,000		50,000
	Toilet upgrades at the park and rides		50,000	50,000
Capacity to deliver	Project officer		50,000	50,000
Other works subject to separate approval		125,000	255,000	280,000
Car Park at the Dean (Previously approved). First payment only.	Acquisition of land and car park development, subject to planning related funding	405,000		405,000
Chesil MS	Replacement of LED lighting	120,000		120,000
Other works total		525,000	0	525,000

Appendix BEquality Impact assessment

Directorate:	Your Service Area:	Team:	Officer responsible for this assessment:	Date of assessment:
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	Question	Please provide details
1	What is the name of the policy or project that is being assessed?	Parking and access projects
2	Is this a new or existing policy?	This programme of work supports delivery of existing policies including the Winchester Movement Strategy, Parking and Access Strategy, air quality management area and carbon reduction targets.
3	Briefly describe the aim and purpose of this work.	parking and access projects as set out above
4	What are the associated objectives of this work?	As set out above, to support visitor infrastructure in safe and economical manner and conserve long term assets This work supports air quality and carbon reduction objectives.
5	Who is intended to benefit from this work and in what way?	Residents and visitors to Winchester
6	What are the outcomes sought from this work?	Project dependent – but improved community safety, reduced cost and climate change
7	What factors/forces could contribute or detract from the outcomes?	Local or national forces and factors.
8	Who are the key individuals and organisations responsible for the implementation of this work?	Staff and partners of the city council
9	Who implements the policy or project and who or what is responsible for it?	Parking services

		Please select your answer in bold. Please provide detail here.		
10a	Could the policy or project have the potential to affect individuals or communities on the basis of race differently in a negative way?	Y	N	We do not believe so.

10b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance.		
11a	Could the policy or project have the potential to affect individuals or communities on the basis of sex differently in a negative way?	Y	N	We do not believe so.
11b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance.		
12a	<p>Could the policy or project have the potential to affect individuals or communities on the basis of disability differently in a negative way?</p> <p><i>you may wish to consider:</i></p> <ul style="list-style-type: none"> • <i>Physical access</i> • <i>Format of information</i> • <i>Time of interview or consultation event</i> • <i>Personal assistance</i> • <i>Interpreter</i> • <i>Induction loop system</i> • <i>Independent living equipment</i> • <i>Content of interview)</i> 	Y	N	<p>Changes and improvements to car parks could affect individuals and their access if not designed carefully</p> <p>Important considerations include the location and availability of disabled and mother and toddler parking provision, the height of payment machines, the type of signing used, lighting and the provision and maintenance of lifts.</p> <p>All of these factors are carefully considered in the design and installation of schemes and equipment in car parks and reflected in the improvements that we are bringing forward.</p> <p>Reference is made of the results of our resident's survey and census data to inform our decisions.</p>
D12b	What existing evidence (either presumed or otherwise) do you have for this?	<p>Reference is made of the results of our resident's survey and census data to inform our decisions.</p> <p>We also regularly talk to representatives' groups such as the BID, Chamber of Commerce and local</p>		

		<p>town and parks council to identify issues and solutions to local concerns.</p> <p>We review any complaints received and take appropriate action. Our Civil Enforcement Officers regularly receive direct feedback from customers in our car parks which we consider carefully and reflect in any proposals being brought forward.</p>		
13a	Could the policy or project have the potential to affect individuals or communities on the basis of sexual orientation differently in a negative way?	Y	N	We do not believe so.
13b	What existing evidence (either presumed or otherwise) do you have for this?	Based on best practice and customer feedback.		
14a	Could the policy or project have the potential to affect individuals on the basis of age differently in a negative way?	Y		Access could be affected by several issues such as lighting levels, heights of payment machines, provision of disabled parking spaces, steps and or lift provision.
14b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance.		
15a	Could the policy or project have the potential to affect individuals or communities on the basis of religious belief differently in a negative way?	Y	N	We do not believe so
15b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance		
16a	Could this policy or project have the potential to affect individuals on the basis of gender reassignment differently in a negative way?	Y	N	We do not believe so
16b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance		
17a	Could this policy or project have the potential to affect individuals on the basis of marriage and civil	Y	N	We do not believe so

	partnership differently in a negative way?			
17b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance		
18a	Could this policy or project have the potential to affect individuals on the basis of pregnancy and maternity differently in a negative way?	Y	N	We do not believe so
18b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance		

19	Could any negative impacts that you identified in questions 10a to 15b create the potential for the policy to discriminate against certain groups on the basis of protected characteristics?	Y	N	Potentially yes in relation to age, disability
20	Can this negative impact be justified on the grounds of promoting equality of opportunity for certain groups on the basis of protected characteristics? Please provide your answer opposite against the relevant protected characteristic.	Y	N	Race: Sex: Disability: details included above Sexual orientation: Age: details included above. Gender reassignment: Pregnancy and maternity: Marriage and civil partnership: Religious belief:
21	How will you mitigate any potential discrimination that may be brought about by your policy or project that you have identified above?	Through good provision of lighting, signing, payment machines, disabled car parking, and good access via lifts etc.		
22	Do any negative impacts that you have identified above impact on your service plan?	Y	N	Yes and addressed through ongoing improvements and adaptations.

Signed by completing officer	Campbell Williams
Signed by Service Lead or Corporate Head of Service	Andy Hickman