



<p>What are the proposals being assessed?</p>	<p>Saving title – Emission based charging for Permits and paid for parking on and off street. To help deliver key strategic council priorities including public health, air quality, climate change and sustainable and active transport.</p> <p>This assessment considers: The effect of an emission-based charging model and the decrease or increase in Permit and parking changes for some residents/motorists.</p> <p>To facilitate emission based charging it is proposed 100 new machines are required which can charge based on vehicle type. It is proposed to remove all existing machines (circa 429) in a phased approach over the medium term, and replace 100 new machines which will also take card and other contactless payments. These 100 machines account 80% of all transactions. There is currently a total of 2.3 m transactions – c £4.6 m per annum</p> <p>This assessment considers the payment methods/choices at location where a machine is no longer an alternative and payment options in respect of the 100 new machines and the impact for card payments.</p> <p>Scratch cards for visitor Permits are currently sold to allow parking within Permit Zones when guests visit. These cannot be linked to specific vehicles which is required in an emission based charging model. The potential removal of this service in the medium term is being considered with an online vehicle specific option which is now available.</p>
<p>Which Department/ Division has the responsibility for this?</p>	<p>Parking Services, Environment and Regeneration</p>

Stage 1: Overview	
Name and job title of lead officer	Ben Stephens, Head of Parking
1. What are the aims, objectives and desired outcomes of your proposal? (Also explain proposals e.g. reduction/removal of service, deletion of posts, changing criteria etc.)	<p>In setting out its measures of success, the emission based model aims to reduce the number of high polluting vehicles used and owned within the borough. Local authorities are not permitted to use parking charges solely to raise income. When setting charges, we must instead focus on how the charges will contribute to delivering the Council's traffic management and other policy objectives.</p> <p>Merton wishes to ensure that the highest priority is given, to its responsibilities to deliver cleaner local air at a time when the current situation has been described as a global public health emergency. We are delivering a new Air Quality Action Plan that is ambitious in its aims and already demonstrates that we as an authority will use all of the powers available to us, not only to challenge and tackle this problem; but also to work towards delivering our legal responsibilities to protect the public.</p> <p>The council recognises the part that it has to play, in developing and delivering a framework to tackle air quality, demand for parking, and congestion in the borough. It does not stand alone on these issues. All of the other London boroughs are seeking to implement new parking policies to tackle similar problems.</p> <p>There are very few direct levers available to stimulate a change in driver behaviour, and the council believes that the rationale for setting the new parking charges is about giving people the right nudge and opportunity to make different choices.</p> <p>Members are requested to exercise their statutory duty to secure the expeditious, convenient and safe movement of traffic, and the provision of suitable and adequate parking facilities in the context of the public health agenda. This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p>This proposal sets out the rationale of seeking to adjust driver behaviour and to ensure that we can provide a modern, efficient and environmentally sustainable transport policy for residents, visitors and businesses, now and in the future.</p>

	<p>They explain the Public Health vision to protect and improve physical and mental health outcomes for the whole population in Merton, and to reduce health inequalities. At the heart of the strategy is the concept that the environment is a key driver for health. It can be summarised by 'making the healthy choice the easy choice'.</p>
<p>2. How does this contribute to the council's corporate priorities?</p>	<p>It contributes in the following ways:</p> <ol style="list-style-type: none"> 1. Reduce congestion 2. Improve air quality and meet EU quality standards 3. To meet the actions set out in the Merton Health and Wellbeing Strategy 2019 4. Adopt a healthy street approach 5. Promote healthier life styles and encourage more active travel <p>Healthy places: The 'healthy streets' approach defines a healthy street as one with: things to see and do; places to stop and rest; shade and shelter; clean air; and pedestrians from all walks of life. It must be easy to cross; and feel safe, relaxing and not too noisy. Put simply, it needs to be an environment in which people choose to walk and cycle. Action against these indicators ultimately improves health, and parking policy has a role to play for example, by helping improve air quality, and incentivising people to walk, cycle and use public transport.</p> <p>Merton Air Quality Action Plan 2018-2023</p> <p>Merton's Air Quality Action Plan 2018-2023 strongly supported by Members is a key policy document, which clearly sets out the links between vehicle use and air quality in the Borough. Air pollution is recognised, as a major contributor to poor health with more than 9000 premature deaths attributed to poor air quality in London Air pollution is associated with a number of adverse health impacts: it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are often less affluent.</p>

	<p>Air quality has been identified as a priority both nationally and within London, where pollution levels continue to exceed both EU limit values and UK air quality standards. Pollution concentrations in Merton have historically and continue to breach the legally binding air quality limits for both Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀). The air quality-monitoring network run by Merton has shown that the UK annual mean NO₂ objective (40µg/m³) continues to be breached at a number of locations across the borough. In some locations the NO₂ concentration is also in excess of the UK 1-hour air quality objective (60µg/m³) which indicates a risk not only to people living in that area but also for those working or visiting the area.</p> <p>In Merton an Air Quality Management Area (AQMA) has been declared for the whole borough. The AQMA has been declared for the following pollutants: Nitrogen Dioxide: we are failing to meet the EU annual average limit for this pollutant at some of our monitoring stations and modelling indicates it is being breached at a number of other locations. We may also be breaching the UK 1-hour Air Quality Objective based on measured concentration for NO₂ being in excess of 60µg/m³ at some locations within the borough. There are four focus areas in the borough. These are in the main centres of Mitcham, Morden, Raynes Park and Wimbledon.</p> <p>Parking and Traffic Management This proposed Parking Charges report sets out the important role Parking and transport policy has in managing the roads and wider travel needs of the public. Merton’s policy links closely with the local Implementation Plan and the Mayors Transport Strategy, which sets out objectives in detail.</p>
<p>3. Who will be affected by this proposal? For example who are the external/internal customers, communities, partners, stakeholders, the workforce etc.</p>	<p>The proposal will affect all residents, businesses, workers and visitors to the borough, across all socio-economic groups, who own a or park a vehicle in the borough. In order to set the context for the proposal the following profile has been used.</p> <p>Merton’s profile Merton has a diverse and growing population. In 2018, Merton has an estimated resident population of 209,400, which is projected to increase by about 3.9% to 217,500 by 2025. The age profile is predicted to shift over this time, with notable growth in the proportions of older people (65 years and older) and a decline in the 0-4 year old population.</p>

Age	Percentage of total population
0-4	7.4%
5-17	15.7%
18-64	64.5%
65-84	10.7%
85+	1.7%

Source: GLA Housing led projection, data from 2016 SHLAA

Sex

Age	Female	Male
0-4	106,045 (51%)	103,370 (49%)
5-17	16,077 (49%)	16,733 (51%)
18-64	68,266 (50.5%)	66,914 (49.5%)
65-84	11,840 (53%)	10,500 (47%)
85+	2,287 (63%)	1,343 (37%)

Source: The 9 Protected Characteristics, Merton. Available from:
<https://www2.merton.gov.uk/9%20PC%20July%202018%20Final.pdf>

In 2018, east Merton has an estimated resident population of 110,200 which is projected to increase to 113,900 by 2025 (a 3.3% increase) compared to west Merton, which has an estimated resident population of 99,200 which is projected to increase to 103,600 by 2025 (a 4.5% increase). East Merton generally has a larger younger population of 0-29 year olds compared to west Merton, which generally has a larger population of people, aged 35 and over.

In 2018, Merton has an estimated 135,200 working age population (18-64 year olds), which make up 64.5% of the total population. By 2025 this is predicted to increase in numbers to almost 140,000 (although decrease slightly as a proportion of the total population, to 64.3%). Almost 72,000 of this age group currently reside in east Merton compared to 63,200 in west Merton. There is expected to be an increase by 2025 to 73,800 in east Merton and 66,200 in west Merton.

	<p>Merton has 22,350 people aged 65-84 years old (10.7% of the total population). By 2025, this is predicted to increase to 24,350 (11.2%). 10,350 live in east Merton compared to 12,000 in west Merton. By 2025 there is expected to be an increase to 11,550 in east Merton and almost 12,800 in west Merton.</p> <p>Merton along with most London Boroughs is currently failing its annual legal air quality targets for both NO2 and Particulates (PMs); this problem is most severe around the major transport routes. There is emerging evidence that schools in London which are worst affected by air pollution are in the most deprived areas, meaning that poor children and their families are exposed to multiple health risks.</p>
4. Is the responsibility shared with another department, authority or organisation? If so, who are the partners and who has overall responsibility?	<p>Yes. Responsibility is shared with the following departments, organisations and partners. Future Merton, Highways and Transportation, Planning, Mayor of London, TfL, transport operators, Parking Services.</p>

Stage 2: Collecting evidence/ data

5. What evidence have you considered as part of this assessment?

Provide details of the information you have reviewed to determine the impact your proposal would have on the protected characteristics (equality groups).

The Council have assessed the use of public transport and active transport and are considered alternatives to owning a vehicle. Specifically diesel cars contribute significantly to poor air quality. There are also other vehicle types such as electric or hybrid which are clear alternatives.

In the proposal there will be locations where currently a P&D machine is in situ, but may be removed and for a 'cashless' payment to be made through a phone or APP. This assessment has considered the impact on individuals unable to pay by phone or APP at locations where cash machines are not an option.

In respect of the locations where the 100 new machines are being put in, consideration will be given to have cash and card payments or just cash.

Key factors considered included:

- (i) Air Quality
- (ii) Areas of high congestion

Merton is committed to undertaking comprehensive consultation to gain the views of residents and stakeholders. This enables the Council to make informed decisions and to develop our policies.

6. From the evidence you have considered, what areas of concern have you identified regarding the potential negative and positive impact on one or more protected characteristics (equality groups)?

Protected characteristic (equality group)	Tick which applies		Tick which applies		Reason Briefly explain what positive or negative impact has been identified
	Positive impact		Potential negative impact		
	Yes	No	Yes	No	
Age	X		X		<p><u>Positive Impact</u></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners and motorists parking of vehicles within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><u>Potential Negative Impact</u></p> <p>Paid for on and off street parking</p> <p><u>(Areas of mobile phone payments only)</u></p> <p>There may be a number of residents (predominantly elderly) who do not own a mobile phone and would be unable to make payment via RingGo in locations where there is no machine to do so, they would be unable to make payment unless an alternative option is available.</p> <p><u>(Locations where there is a machine to make payment)</u></p>

				<p>In the case where there is a machine available for payment, it is being considered for these machines to only take cashless payments. If a motorists does not have a bank card to make payment, they would be unable to make payment unless an alternative option is available.</p> <p>However, car tax, insurance and maintenance petrol cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to make payment.</p> <p>Scratch Cards for Visitor Permits.</p> <p>Currently a resident may purchase and keep a stock of scratch cards to give to visitors as and when the arrive. However, these scratch cards are not specifically linked to the type of vehicle, which is required in an emission based charging model, therefore it is being proposed that visitor permits are purchased online or through a smart phone in the first instance and there may be a number of residents who do not have access to a smart phone or a computer.</p> <p>Cost</p> <p>Any increase in parking charges has the potential to negatively impact on those who are older and are more likely to have physical and health conditions. Older people are more likely to be affected by social isolation and loneliness.</p>
Disability	X		X	<p><u>Positive Impact</u></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all and motorists parking of vehicles within the borough. This policy has a positive health benefit to all.</p>

				<p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><u>Potential Negative Impact</u></p> <p>Paid for on and off street parking</p> <p><u>(Areas of mobile phone payments only)</u></p> <p>There may be a number of residents (predominantly elderly) who do not own a mobile phone and would be unable to make payment via RingGo in locations where there is no machine to do so, they would be unable to make payment unless an alternative option is available.</p> <p><u>(Locations where there is a machine to make payment)</u></p> <p>In the case where there is a machine available for payment, it is being considered for these machines to only take cashless payments. If a motorists does not have a bank card to make payment, they would be unable to make payment unless an alternative option is available.</p> <p>However, car tax, insurance and maintenance petrol cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to make payment.</p> <p>Scratch Cards for Visitor Permits.</p> <p>Currently a resident may purchase and keep a stock of scratch cards to give to visitors as and when they arrive. However, these scratch cards are not specifically linked to the type of vehicle, which is required in an emission based charging model, therefore it is being proposed that visitor permits are purchased online or through</p>
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					<p>a smart phone in the first instance and there may be a number of residents who may not be able to use or do not have access to a smart phone or a computer.</p> <p>Cost</p> <p>Any increase in parking charges has the potential to negatively impact on those with a disability.</p>
Gender Reassignment	X			X	<p><u>Positive Impact</u></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all and motorists parking of vehicles within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><u>Potential Negative Impact</u></p> <p>None identified</p>
Marriage and Civil Partnership	X			X	<p><u>Positive Impact</u></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of diesel cars within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p>

					<p><u>Potential Negative Impact</u></p> <p>None identified</p>
Pregnancy and Maternity	X			X	<p><u>Positive Impact</u></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners and motorists parking of vehicles within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><u>Potential Negative Impact</u></p> <p>None identified</p>
Race	X			X	<p><u>Positive Impact</u></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of and motorists parking of vehicles within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><u>Potential Negative Impact</u></p> <p>None identified</p>
Religion/ belief	X			X	<p><u>Positive Impact</u></p>

					<p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of and motorists parking of vehicles within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><u>Potential Negative Impact</u></p> <p>None identified</p>
Sex (Gender)	X			X	<p><u>Positive Impact</u></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of and motorists parking of vehicles within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><u>Potential Negative Impact</u></p> <p>None identified</p>
Sexual orientation	X			X	<p><u>Positive Impact</u></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners and motorists parking of vehicles within the borough. This policy has a positive health benefit to all.</p>

				<p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><u>Potential Negative Impact</u></p> <p>None identified</p>
Socio-economic status	X		X	<p><u>Positive Impact</u></p> <p>The proposals support the principle of a shift away from polluting vehicles to alternative forms of transport for all owners of and motorists parking of vehicles within the borough. This policy has a positive health benefit to all.</p> <p>This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.</p> <p><u>Potential Negative Impact</u></p> <p>Cost of Emission Charging.</p> <p>Any increase in parking charges has the potential to negatively impact on those from certain socio economic backgrounds.</p> <p>Significant social inequalities exist within Merton. The eastern half has a younger, less affluent and more ethnically mixed population. The western half is less ethnically mixed, older and more affluent. Largely as a result, people in East Merton have worse health and shorter lives.</p> <p>The improvement action plan below sets out a number of mitigations to address the above points.</p>

				<p>The council considers that the impact is proportionate to the legitimate aim sought to be achieved through the policy.</p> <p>Paid for on and off street parking</p> <p><u>(Areas of mobile phone payments only)</u></p> <p>Those individuals who drive a vehicle but cannot afford a mobile phone may be disadvantaged and would therefore be unable to make payment via RingGo, in locations where there is no machine to do so, unless an alternative option is available.</p> <p><u>(Locations where there is a machine to make payment)</u></p> <p>In the case where there is a machine available for payment, it is being considered for these machines to only take cashless payments. If a motorists does not have a bank card to make payment, which may be case in some social-economic groups, they would be unable to make payment unless an alternative option is available.</p> <p>However, car tax, insurance and maintenance petrol cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to make payment.</p> <p>Scratch Cards for Visitor Permits.</p> <p>Currently a resident may purchase and keep a stock of scratch cards to give to visitors as and when they arrive. However, these scratch cards are not specifically linked to the type of vehicle, which is required in an emission based charging model, therefore it is being proposed that visitor permits are purchased online or through a smart phone in the first instance and there may be a number of</p>
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					residents in this group who do not have access to a smart phone or a computer.
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7. If you have identified a negative impact, how do you plan to mitigate it?

The mitigations for disability, age and socio-economic status are set out in the Action Plan below.

Stage 4: Conclusion of the Equality Analysis

8. Which of the following statements best describe the outcome of the EA (Tick one box only)

Please refer to the guidance for carrying out Equality Assessments is available on the intranet for further information about these outcomes and what they mean for your proposal

Outcome 1 – The EA has not identified any potential for discrimination or negative impact and all opportunities to promote equality are being addressed.

Outcome 2 – The EA has identified adjustments to remove negative impact or to better promote equality.

Outcome 3 – The EA has identified some potential for negative impact or some missed opportunities to promote equality and it may not be possible to mitigate this fully.

Outcome 4 – The EA shows actual or potential unlawful discrimination.

Stage 5: Improvement Action Pan

8. Equality Analysis Improvement Action Plan template – Making adjustments for negative impact

Negative impact/ gap in information identified in the Equality Analysis	Action required to mitigate	HOW WILL YOU KNOW THIS IS ACHIEVED? E.G. PERFORMANCE MEASURE/ TARGET)	By when	Existing or additional resources?	Lead Officer	Action added to divisional/ team plan?
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<p>Age</p>	<p>There are a number of alternatives to the use/ownership of a higher polluting vehicle, including cleaner vehicles or the transition to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality.</p> <p>Paid for on and off street parking & new payment machines.</p> <p>Any transition away from cash payments to 'cashless' for parking on street and in council owned with be phased over a minimum 1 to 2 year period.</p> <p>Notwithstanding the mitigation below, the council would offer an alternative to scratch cards, for use at locations where cash is not an alternative.</p> <p><u>Access to bank cards.</u></p> <p>The cost to park, own and maintain a car in London is significant and includes, car tax, insurance and maintenance petrol. This cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to</p>		Current	Existing	Ben Stephens	Yes
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make payment at locations where card only payments are to be accepted.

However there may be some residents, (who are more likely to be elderly) who do not have a bank card.

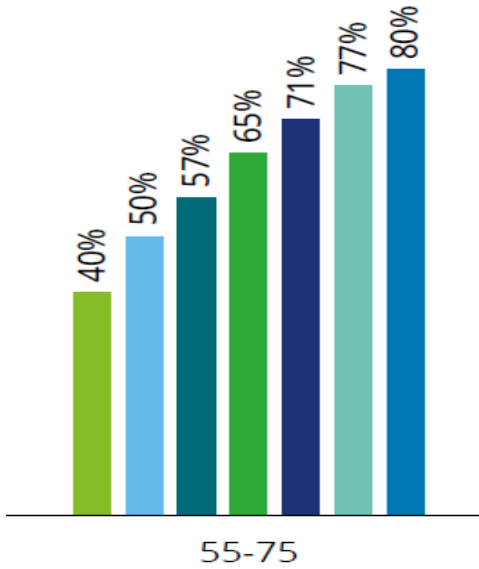
Debit or Credit card ownership in the UK is significant with a growing trend of more ownership and usage. Further the use of contactless payments has increased in recent years which has made payment quicker and easier. Statistics show the younger the age the higher the ownership and use. For the more elderly most own a bank card which would be used for payment. Individuals who drive a vehicle for business and or pleasure are more active and mobile, and are already more likely to use a bank card to make payments.

Access to smart phones

Smartphone adoption among 55-75-year-olds in the UK has now reached 80%. (Graph below)

Therefore 80% of 55-75 year old have the option to pay by smart phone. This figure is for the UK and it is known that there is a greeter update of digitalisation in London and the South East. 18-24-year-olds, market penetration is at a record 96%. 95% of smart phone users have used their phone within the last 24 hours which shows regular use. (Deloitte survey September 2019).

The table below shows increase in smart phone ownership over the last 7 years with it being at 80% in 2019.



Action to mitigate against potential increase in Permit and Parking Charges relating to an emission based changing model for individuals with a disability.

for A number of disabled working age Merton residents receive benefit support. In November 2016, 900 disabled Merton residents claimed benefits. This equates to 0.7%, which is the same as London.

Merton is committed to supporting its residents that have mobility issues, and there are a number of ways we currently support this objective.

Merton is a member of the national Blue Badge scheme. The Blue Badge provides a range of parking and other motoring concessions for people who are registered blind or have severe mobility problems. Blue Badge holders can park free of

Customer feedback

Number of applications of Blue Badge & free carer permits

Number of Applications For disabled bays

Access improvements to public transport infrastructure

	<p>charge in any Merton disabled parking bay, pay & display and shared use bay or permit holder bay.</p> <p>Later this year the Blue Badge eligibility scheme will be extended to those with a wide range of mental health issues that affect their mobility. This will extend our current provision to support additional residents within the Borough.</p> <p>A Blue Badge holder in Merton is entitled to apply for a free carer permit under certain conditions. This is to further support those residents with mobility issues and in need of regular support and care. The carer permit eligibility is based on being a Blue Badge holder.</p> <p>Any increase in charges is offset by eligibility for a Blue Badge, which provides free on street parking at many locations, including on single and double yellow lines.</p> <p>Those with disabilities are also able to apply for the creation of a disabled bay.</p> <p>LBM residents who have a substantial and permanent physical or sensory disability that affects their mobility and means they are unable to use public transport without extreme difficulty, are eligible for Taxicards.</p> <p>Dial a ride</p> <p>Dial a ride is a free door to door service, LBM does not fund this. Individuals must have a permanent or long term disability which means they are unable to use public transport some or all of the time.</p> <p>Merton Community Transport</p> <p>MCT provides accessible minibuses, MPV's (Multi Passenger Vehicles), a Mobility Van, Scootability,</p>	<p>Ensuring we have suitable accessibility options (channels) for disabled users who wish to make payments and access assistance with regard to the service</p> <p>Civil enforcement officers and parking staff will all be trained to help administer the new Blue Badge regulations and assist those with mental health issues including dementia friendly training</p>				
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Shopmobility scooters, electric powered wheelchairs and manual wheelchairs, voluntary support, information and advice and signposting on transport accessibility issues.

Personalised Transport Services (PTS)

The vehicles used are wheelchair accessible MPV's and can carry passengers, their friends and carers, escorts and others as required.

Merton Community Transport runs a 'Happy Shoppers' shopping shuttle on Wednesdays to Sainsbury's/Marks & Spencer in Colliers Wood. This is a door to door service targeted at, but not restricted to, older people and those with mobility requirements.

Transport for hospital appointments should be arranged through the hospital or GP.

Healthcare Travel Cost Scheme

Patients who receive certain benefits or allowances can request to have transport costs reimbursed.

These include Income Support, Income based Job Seekers Allowance, Income-related ESA, Pension Credit Guarantee Credit, Child's Tax Credit, Working Tax Credit with a disability element, Universal Credit or the NHS Low Income Scheme.

TFL Transport Mentoring Service offers support to disabled Londoners who want to broaden their horizons and make use of the many mainstream accessible public transport options. Advice is given on planning a journey using an accessible route and a mentor is provided to accompany the traveller for up to 5 journeys. Assistance is also provided for people who wish to use mobility scooters and other mobility aids on London's bus services.

The Disabled Parking Accreditation - British Parking Association.

The Disabled Parking Accreditation (DPA) is owned by Disabled Motoring UK and managed by the British Parking Association.

The DPA is primarily aimed at improving parking for disabled people and reducing abuse of disabled spaces. It requires owners/operators to adopt an active management strategy to ensure that there is a minimal occurrence of disabled bay abuse, there are facilities suitable for disabled people and that recognition is made of the extra time taken by disabled people in the form of a concession.

The purpose of the DPA is to:

- Ensure the accessible bays provided meet Building Regulation size
- Provide guidance to owners, operators and developers of parking facilities on the suitable number of accessible bays to be provided
- Ensure disabled motorists can use the car park with ease
- Raise awareness among the general public that the owner/operator has considered and, where appropriate, taken action and introduced measures to ensure the parking facility is suitable for disabled motorists
- Provide an easy way for disabled motorists to locate a car park which is suitable for their needs
- Reduce disabled bay abuse
- Ensure disabled people are not penalised for the extra time taken when using parking

	<p>facilities</p> <p>The following car parks met the required standard.</p> <ol style="list-style-type: none"> 1. Sibthorpe Road 2. St Marks 3. Morden Park 4. Kenley Road 5. Abbey Recreation Ground 6. Hartfield Road 7. Broadway 8. Haydons Road Recreation Ground 9. Wimbledon Park (Revelstoke) will be reviewed in the next few weeks. <p>The Council works closely with TfL and Network Rail to ensure that the Highway infrastructure accommodates the efficiency of public transport services. This includes accessibility.</p>					
<p>Socio-economic status</p>	<p>Significant social inequalities exist within Merton. The eastern half has a younger, less affluent and more ethnically mixed population. The western half is less ethnically mixed, older and more affluent. Largely as a result, people in East Merton have worse health and shorter lives.</p> <p>Healthy life expectancy at birth in males is 65.4 years and 66.3 years in females, therefore many residents are living a considerable proportion of their lives with ill health. The gap between the 30% most and 30% least deprived areas is also significant: 9.4 years for men, 9.3 for women so</p>					

someone living in a deprived ward in the east of the borough is likely to spend more than 9 years more of their life in poor health than someone in a more affluent part of the borough, which will impact on the last years of working life, on family life and on a healthy and fulfilling retirement.

Economic factors are highly correlated with health outcomes, and socio-economic status is a major determinant of both life expectancy and healthy life expectancy. The 2015 IMD (Index of Multiple Deprivation) score shows that Merton as a whole is less deprived (14.9) compared to London (23.9) and England (21.8). However, East Merton has an average IMD score There are a number of alternatives to the use/ownership of high polluting vehicle, including cleaner vehicles or the transition to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality.

The report suggests the use of more sustainable forms of transport and active transport.

For example Car clubs can provide you with an alternative means of accessing a car when you need one, without all the cost or hassle of owning one yourself. You can find car club cars parked on street throughout Merton.

There are three car club companies available to the public in the borough, Bluecity, Zipcar and other TfL operators.

For example, research commissioned by Zipcar in 2016 indicated that the average annual cost of

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owning and running a car in London is approximately £3,500. The proposed increase in permit prices would be equivalent to around 0.14% - 2.5% of that average annual cost of owning/running a car in London, dependent on the location of the CPZ.

There are a number of instances where charges have been reduced, particularly in respect of Electric Vehicles, which have a positive impact on health.

Season tickets for local residents and workers have also been subjected to greater reductions.

An alternative cheaper, healthier form of transportation and one that a number of respondents have previously highlighted was that more people would cycle if they were able to hire bikes in Merton.

Cycles

There is significant potential to encourage residents to cycle more, especially for short commuter and leisure trips. The council is therefore working with TfL and neighbouring boroughs to facilitate a dock-less cycle hire scheme in Merton. This will enable residents to collect a hire bike from a number of designated cycle collection/drop off points across the borough and cycle to their destination.

It is likely that a future Merton cycle hire scheme will operate from dedicated, predominately on-street collection/drop off bays. The council would particularly welcome operators that include electric bikes within their offer to help reach a wider mix of

users, who might not otherwise cycle.

Officers have reviewed the equity of the proposals and accept that there will be some residents who may be negatively impacted. However, in light of the mitigation set out above the level of impact is assessed as likely to be low. The council considers that the impact is proportionate to the legitimate aim sought to be achieved through the policy.

Individuals should be aged 18-60 and in receipt of Income Support, Employment and Support Allowance, or Jobseekers Allowance for 13 weeks. They will pay 50% of their fares on buses and trams only. An application form can be downloaded from www.tfl.gov.uk

Adults: Free & discounted travel - Transport for London

Jobcentre Plus Travel Discount

The jobcentre plus travel discount card allows discounted travel if the customer is looking for work. To be eligible for a card, the customers must be in receipt of one of the following:

- Jobseekers Allowance, if you're aged between 18-24 and have been unemployed for 3-9 months
- Jobseekers Allowance, if you're aged 25 or over and have been unemployed for 3-12 months
- Incapacity Benefit, Employment and Support Allowance or income support and working with an advisor on returning to employment

To apply for a jobcentre plus travel discount card, applications will need to be made at the local jobcentre plus office.

Transport for hospital appointments should be arranged through the hospital or GP.

Healthcare Travel Cost Scheme

Patients who receive certain benefits or allowances can request to have transport costs reimbursed. These include Income Support, Income based Job Seekers Allowance, Income-related ESA, Pension Credit Guarantee Credit, Child's Tax Credit, Working Tax Credit with a disability element, Universal Credit or the NHS Low Income Scheme.

Paid for on and off street parking & new payment machines.

Any transition away from cash payments to 'cashless' for parking on street and in council owned will be phased over a minimum 1 to 2 year period.

Notwithstanding the mitigation below, the council would offer the option to sell single use scratch cards in advance, for use at locations where cash is not an alternative.

Access to bank cards.

The cost to maintain a car in London is significant and includes, car tax, insurance and maintenance petrol. This cost/expenditure would mean that it is very unlikely that a vehicle owner did not have a bank card to make payment at locations where

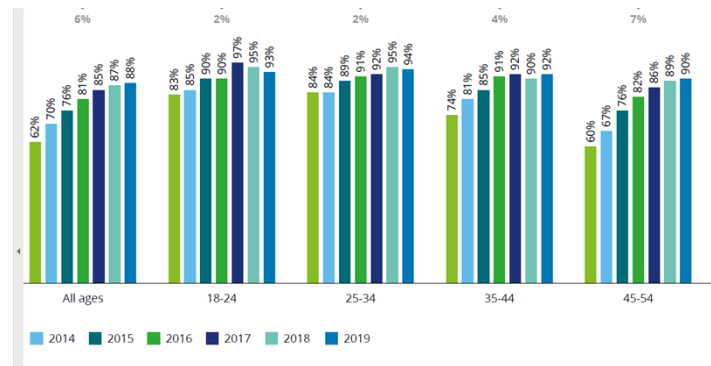
card only payments are to be accepted.

However there may be some residents, (who are more likely to be unable to get credit or a bank account) who do not have a bank card.

Debit or Credit card ownership in the UK is significant with a growing trend of more ownership and usage. Further the use of contactless payments has increased in recent years which has made payment quicker and easier. Statistics show the younger the age the higher the ownership and use. However individuals who drive a vehicle for business and more likely to use a bank card to make payments.

Access to phones

Locations where only a mobile phone can be used accounts for 20% of all transactions/locations



The graph above shows that no less than 90% of all UK residents (in each age group) up to the age of 75 own a 'Smartphone. Figures cannot be found for a normal mobile phone. It is clear that the ability to pay by phone is accessible to all and there is little indication that a low socio economic status has an effect on phone ownership,

	particularly in cases where a car is also owned or used by the individual.					
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Note that the full impact of the decision may only be known after the proposals have been implemented; therefore, it is important the effective monitoring is in place to assess the impact.

Stage 6: Reporting outcomes

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10. Summary of the equality analysis

This section can also be used in your decision-making reports (CMT/Cabinet/etc.) but you must also attach the assessment to the report, or provide a hyperlink

This Equality Analysis has resulted in an Outcome **3** Assessment

Please include here a summary of the key findings of your assessment.

Vehicle Ownership type.

Vehicles contribute to poor air quality, some more so than others. An increase on the permit charge and any associated surcharge aims have the effect of nudging owners of high polluting vehicle towards less polluting vehicles or other forms of sustainable transport. Reduced car and especially polluting cars will help deliver key strategic council priorities including public health, air quality and sustainable transport and deliver an effective parking management strategy.

The Council have assessed the use of public transport and active transport and have considered alternatives to owning a high polluting vehicle, such as 100% electric or vehicles and low emission options, which are commonly available.

Paying for parking on street and in council owned car parks.

To facilitate emission-based charging it is proposed to replace 100 new machines at key locations which can charge based on vehicle type. It is further proposed to remove machines totally from areas where there is limited use, in a phased approach. The RingGo

cashless system currently can take parking payments by phone and 60% of all transactions are currently made this way. When lesser used machines are removed as part of the phased approach RingGo cashless system will be available in all cases to take payment and charge at the appropriate fee.

The council will however offer the option to sell single use scratch cards in advance for pay and display parking, for use at locations where cash is not an alternative.

Scratch Cards for Permits

Scratch cards for visitor Permits are currently sold to allow parking within Permit Zones when guests visit. These cannot be linked to specific vehicles which is required in an emission based charging model. The removal of this service in the medium term is being considered with an online vehicle specific option which is now available and being used by some customers.

Parking Services is currently managing the shift away from paper to online visitor scratch cards, a service which become available in January 2020. This will be closely monitored and encourage the uptake of the online option. It is acknowledged that in some cases an online option is not an option for some customers. Therefore, consideration will be given to the sale of paper scratch cards on an exceptional bases through Libraries in the future

Positive Impact

The proposals support the rationale of seeking to adjust driver behaviour and to ensure that we can provide a modern, efficient and environmentally sustainable transport policy for residents, visitors and businesses, now and in the future.

The proposals support the Public Health vision to protect and improve physical and mental health outcomes for the whole population in Merton, and to reduce health inequalities. At the heart of the strategy is the concept that the environment is a key driver for health. It can be summarised by 'making the healthy choice the easy choice'.

In setting out its measures of success, the new charging policy aims to deliver reduced car ownership and usage across the borough, encourage more people to undertake alternative forms of active travel, purchase fewer resident permits and lead to a rebalancing of our streets - to benefit residents and businesses alike.

This includes the shift to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality, and demand for kerbside space, which form the backdrop of the policy direction.

It contributes in the following ways:

1. Reduce congestion
2. Improve air quality and meet EU quality standards
3. To meet the actions set out in the Merton Health and Wellbeing Strategy 2019
4. Adopt a healthy street approach

5. Promote healthier life styles and encourage more active travel

Negative Impact

The proposal to move towards more online and digital transactions for all Parking and Permit activity, raises a number of challenges for individuals and groups who have limited or no access to online services and or bank cards to be able to make payment. These challenges will be closely monitored and be considered as part of the consultation process to gain the views of all groups and individuals.

Socio economic status - Any increase in parking charges has the potential to negatively impact on those from certain socio economic backgrounds. Significant social inequalities exist within Merton. The eastern half has a younger, less affluent and more ethnically mixed population. The western half is less ethnically mixed, older and more affluent. Largely as a result, people in East Merton have worse health and shorter lives.

Specifically, the increased cost to some customers in the emission based charging model could have a negative effect on individuals who own a high polluting vehicles and find the additional charge challenging. This is mitigated because there are a number of alternatives to the use/ownership of a diesel vehicle, including cleaner vehicles or the transition to more active and sustainable transport modes (such as walking, cycling and public transport) the impact of vehicle emissions and congestion on air quality.

Age - Any increase in parking charges has the potential to negatively impact on those who are older and are more likely to have physical and health conditions. Older people are more likely to be affected by social isolation and loneliness.

Disability - Any increase in parking charges has the potential to negatively impact on those with a disability.

The proposals set out in the report will be fully consulted upon, and an updated Equalities Assessment will be presented for consideration by the Cabinet later in the year.

Monitoring

There is a commitment that the EA Plan will be reviewed in 12 months' time and will be published on the Council's website.

What course of action are you advising as a result of this assessment?

Section 5 – Improvement Action Plan sets out the actions and timescales proposed to be undertaken.

Stage 7: Sign off by Director/ Head of Service

Assessment completed by	Ben Stephens – Head of Parking Services	Signature:	Date: 29th January 2020
Improvement action plan signed off by Director/ Head of Service	Chris Lee – Director of Environment and Regeneration	Signature:	Date: 29th January 2020

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