

Use this form when preparing for a decision. By decision we mean considerations that are the responsibility of council, cabinet, one of its committees and panels or those that have been delegated to an officer or cabinet member. This template helps you complete the Equality & Diversity section of your report.

Decision Title: Parking Standards Supplementary Planning Document (SPD)	
Date: December 2022	Author: Luke Gledhill

A. Answer the following

<p>a) Is this a “key decision” as defined by the Forward Plan (see here for a wider definition), a major planning decision or one that affects a sizeable number of staff? (Significant)</p> <p>By sizeable we mean a decision that is a general change for all staff even if it effects only some, a decision that would affect over 50 people or a decision that is specifically about a protected characteristic</p>	Yes
<p>b) Does the decision affect people with one or more of the equality protected characteristics? (Relevant)</p> <p>Protected Characteristics are: Age, Disability, Gender Reassignment, Pregnancy and Maternity, Race, Religion and Belief, Gender, and /or Sexual Orientation. Locally we have added Deprived / Socio Economic Disadvantage Groups</p>	Yes

⊗ If you answer No to either of these,

Place a No in the equality box on the report and don't go any further, although you do need to write something in report to demonstrate you have considered equality. The following are sample responses:

“This decision is not significant and/or relevant (delete as necessary) in regard to equality issues.”

“This decision is a subsequent decision to the Inclusion Strategy and due regard was taken to any equality implications when this was agreed by the cabinet on the 13 April 2010.”

Email this to: jeremy.beake@milton-keynes.gov.uk copying in the relevant Assistant Director, this will be taken as being agreed by the Assistant Director

⊗ If you answer Yes to both of these,

Place a Yes in the equality box on the report and continue to complete the assessment on Page 2.

B. The Assessment Please refer to the explanatory notes on page 4

1. How will the decision be made and who will be involved?
<p>Delegated Decision by Leader of the Council and Planning and Placemaking Portfolio Holder, Cllr. Peter Marland.</p> <p>Preparation of the SPD has been led by the Transport Policy and Planning team (Highways), with support from the Development Plans team (Planning).</p>
2. What is the aim of this decision and what changes will occur?
<p>Policies CT6 and CT10 in Plan:MK state that all development proposals should meet our full parking standards, which are currently set out in our Parking Standards SPD (2016). The effect of this decision would be to adopt an updated Parking Standards SPD, based on a range of up-to-date evidence and best practice guidance on parking in new development. The SPD will support our wider work, as per Policy CT1 in Plan:MK, to create a sustainable transport network which: is safe, efficient and convenient, promotes transport choice, promotes improved access to key locations and services, manages congestion for consistent journey times, promotes and improves safety, security and healthy lifestyles, is informed by engagement with relevant stakeholders such as the MK Centre for Integrated Living and Disability Action Group, improves connections between the city and surrounding communities, and promotes use of shared transport schemes.</p> <p>The SPD contains updates to, or revised/additional guidance on, the following:</p> <ul style="list-style-type: none">• The maps defining accessibility zones for different areas across Milton Keynes.• Vehicle parking standards for Houses in Multiple Occupation.• Vehicle parking standards for Build to Rent developments.• Electric vehicle and cycle parking standards.• Guidance on disabled parking space dimensions and provision.• Guidance regarding car club provision and electric vehicle charging points.• References to national design guidance in the National Design Guide and National Model Design Code and other best practice guidance documents.• Amendments to ensure the parking standards are compatible with changes to the Town and Country Planning (Use Classes) Order 1987 (as amended).• Additional aspects of the standards following comments on the Draft SPD during public consultation. A summary of these comments and our responses to them is available alongside this SPD on our website Error! Bookmark not defined.
3. Who is affected by this area of work and/or the changes?
<p>The SPD includes parking standards for all new development across MKCC's administrative area and therefore affects all people and areas within Milton Keynes.</p>

4(a) Thinking positively, which groups of people benefit (or could potentially benefit) from this decision? (Place an <input checked="" type="checkbox"/> and provide information & evidence)				
Protected Characteristic (as defined in the Equality Act)	YES	NO	UNCLEAR	Information and evidence Hyperlinks, References and Notes
Age	<input checked="" type="checkbox"/>			<p>In preparing this SPD we have focused on creating a document which supports our wider work on creating an inclusive transport network. This will benefit all residents in Milton Keynes and therefore benefit all people with protected characteristics, including people with disabilities. When designing parking provision, a key consideration is its impact on people's ability to a) move around and access the site/building/facility it serves and b) access/accommodate whichever transport mode they use. Accordingly, we have introduced new standards on parking for people with disabilities. We have taken care to ensure these reflect best practice guidance within BS 8300¹, PAS 1899² and Inclusive Mobility³ and LTN 1/20⁴. In this respect, we have introduced new requirements for.</p> <ul style="list-style-type: none"> - Appropriately sited, laid out, and signed accessible EV parking spaces (including within car clubs). - Accessible parallel parking spaces with suitable manoeuvring space around vehicles. - Clarified the appropriate amount, siting and design of accessible parking spaces provided in new developments. - Included a standard that Houses in Multiple Occupation in car free zones with disabled rooms must provide parking at a rate of 1 space per disabled access room. - Clarified that a 5% of cycle parking should be provided for non-standard cycles to accommodate people with mobility impairments. <p>We expect that these new requirements and signposts to best practice guidance will improve the</p>
Disability	<input checked="" type="checkbox"/>			
Race	<input checked="" type="checkbox"/>			
Gender or Gender Reassignment	<input checked="" type="checkbox"/>			
Being married or in a civil partnership	<input checked="" type="checkbox"/>			
Sexual Orientation	<input checked="" type="checkbox"/>			
Religion/Belief	<input checked="" type="checkbox"/>			
Pregnancy and Maternity	<input checked="" type="checkbox"/>			

¹ <https://www.thenbs.com/PublicationIndex/documents/details?Pub=BSI&DocID=320519>

² <https://www.bsigroup.com/en-GB/standards/pas-1899/>

³ <https://www.gov.uk/government/publications/inclusive-mobility-making-transport-accessible-for-passengers-and-pedestrians>

⁴ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

Deprived / Socio Economic Disadvantage Groups	<input checked="" type="checkbox"/>			provision of parking in new developments which benefits people with disabilities.
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(b) Summarise how equality of opportunity is advanced, or / and how good community relations are fostered, by the decision?

During its preparation, the SPD has been consulted upon widely and publicly. This has included engagement with the MK Centre for Integrated Living, Disability Action Group, as well as a range of Specific and General Consultation Bodies and Other Consultees as specified in Table 2.2 of our Statement of Community Involvement (SCI) 2019 (as amended)⁵. The SCI is our adopted approach for involving local communities in the plan-making process in an inclusive, timely and transparent way. The SCI itself involved a period of public consultation, whereby interested parties could comment on the framework the SCI set for future public consultation on planning documents and applications.

Adoption of the SPD itself does not result in physical developments taking place. However, its adoption provides guidance which will influence future decisions on specific development proposals.

In line with the Public Sector Equality Duty and the Equality Act 2010, the needs of people with protected characteristics are considered during the determination of all planning applications.

5(a) Being sensitive to the issues that some people may face, which groups of people will (or could potentially) experience adverse effects following this decision?

Protected Characteristic (as defined in the Equality Act)	YES	NO	UNCLEAR	Information and evidence Hyperlinks, References and Notes
Age		<input checked="" type="checkbox"/>		This SPD forms part of the Local Development Framework and provides further guidance on implementation of Policies CT6 and CT10 in Plan:MK. Collectively these policies help us to achieve the strategic transport objectives set out in Policy CT1 in Plan:MK, referenced at Section 2 of this Assessment. As mentioned at Section 4a of this Assessment, key considerations when designing parking provision are its impacts on people's ability to a) move around and access the site/building/facility it serves and b) access/accommodate whichever transport mode they use.
Disability		<input checked="" type="checkbox"/>		
Race		<input checked="" type="checkbox"/>		
Gender or Gender Reassignment		<input checked="" type="checkbox"/>		
Being married or in a civil partnership		<input checked="" type="checkbox"/>		
Sexual Orientation		<input checked="" type="checkbox"/>		

⁵ [https://www.milton-keynes.gov.uk/sites/default/files/2022-01/Update%20to%20the%20Councils%20Statement%20of%20Community%20Involvement Annex%20%283%29.pdf](https://www.milton-keynes.gov.uk/sites/default/files/2022-01/Update%20to%20the%20Councils%20Statement%20of%20Community%20Involvement%20Annex%20%283%29.pdf)

Religion/Belief		<input checked="" type="checkbox"/>		experience adverse effects because of adopting this SPD. It is however appropriate to recognise that poorly designed parking areas, because they can impact how people move around and travel to/from places, may have particularly adverse effects on people with disabilities and/or requiring mobility aids, if they not prepared in accordance with best practice guidance based on up-to-date evidence.
Pregnancy and Maternity		<input checked="" type="checkbox"/>		
Deprived / Socio Economic Disadvantage Groups		<input checked="" type="checkbox"/>		

6(a) What types of engagement and/or consultation are relevant to the decision?

Protected Characteristic (as defined in the Equality Act)	YES	NO	UNCLEAR	Information and evidence Hyperlinks, References and Notes
Age	<input checked="" type="checkbox"/>			Preparation of the SPD involved an eight-week public consultation between 10 August 2022 and 05 October 2022. This was carried out in line with our Statement of Community Involvement (2020). It involved a wide range of statutory consultees and other people likely to be affected by the parking standards and with an interest in planning decisions in Milton Keynes. Following the consultation, we have reviewed all comments received from the external and internal respondents. We have published our responses to the comments received within the 'Summary of Public Consultation Comments and Responses', available on our website ⁶ alongside this Equalities Impact Assessment. In responding to comments, we have given regard to all relevant national and local planning policies and guidance, and legislation such as the Equality Act 2010 and Part 5 of The Town and Country Planning (Local Planning) (England) Regulations 2012.
Disability	<input checked="" type="checkbox"/>			
Race	<input checked="" type="checkbox"/>			
Being married or in a civil partnership				
Gender or Gender Reassignment	<input checked="" type="checkbox"/>			
Sexual Orientation	<input checked="" type="checkbox"/>			
Religion/Belief	<input checked="" type="checkbox"/>			
Pregnancy and Maternity	<input checked="" type="checkbox"/>			
Deprived / Socio Economic Disadvantage Groups	<input checked="" type="checkbox"/>			

(b) For planning purposes, list areas where more information is needed.

None.

7. How are people likely to be affected (positive and negative) by this decision? (Identify the range of options and the effects of each)

⁶ [Insert link](#)

We expect the Parking Standards SPD to support wider work within the council to provide a safe, inclusive, and accessible multi-modal transport system. In doing so, it will help achieve the detailed strategic policy objectives set out in Policy CT1 (Sustainable Transport Network) of Plan:MK (listed at Section 2 of this Assessment). Paragraph 8.63 in Plan:MK notes with specific regard to parking that well-designed parking areas should allow for the safe movement of traffic, pedestrians, and cyclists, as well as reduce the visual and environmental impact of what are often large areas of unbroken asphalt. The SPD will also support the shift to greater use of EV cars in future by provision of new guidance on EV parking. It also provides guidance on provision of car clubs, a recognised way of reducing private car dependency within communities. New cycle parking standards will also support greater levels of active travel to and from new developments. The SPD will benefit all people in Milton Keynes and therefore all people with protected characteristics. However, there is potential that poorly designed parking areas would disadvantage people with disabilities.

Almost 1 in 5 people have a disability, with many more possessing temporary or situational disabilities, such as a health condition or injury. Disabilities can encompass auditory, visual, cognitive, musculoskeletal impairment, mental health conditions in addition to combinations of these impairments. Visually impaired as well as neurodiverse people of all ages require quieter paths and streets and clear lines of sight to move with confidence.

With reference to people with disabilities, there is a risk that poorly designed parking may hinder the ability of people with mobility issues to move around/access developments, such as (but not limited to) not providing dropped kerbs in the right places. There is also a risk that poorly designed parking may discourage travel to a new development/facility/service by people with disabilities, such as by not providing an appropriate number and/or design of accessible parking spaces for all vehicle types (including EVs) and appropriate active travel modes such as adapted cycles. To mitigate these potential risks, we have introduced new and updated standards on parking for people with disabilities in the SPD. These standards are in line with relevant Government and best practice guidance (see Section 4a of this Assessment).

8. Address the impact (Mark with an)

A No major change needed	<input checked="" type="checkbox"/>
B. Continue with the decision despite having identified some potential for adverse impact or missed opportunities	
C. Adjust or amend the decision	
D Stop the decision	

(b) Explain the rationale for what you marked above with details of any mitigating activity

There are no anticipated negative impacts to any groups of people within Milton Keynes because of the proposed decision. There are likely to be continued positive improvements to parking provision associated with new development within the MKCC administrative area.

9. Outline the next steps (add an action plan if necessary) and when and how will this policy or decision be reviewed (Include any mitigating work)

A decision on whether to adopt this SPD is to be made on 31 January 2023. If the decision is taken to adopt the SPD, there will be a 10-day call-in period whereby interested parties can request the decision to be considered instead at a Cabinet meeting. If no call-in request is received, the SPD will become a material consideration as part of the Local Development Framework.

As part of our work on an annual Authority Monitoring Report, we shall monitor use of the SPD in planning decisions. This shall include consideration of the impacts (positive and/or adverse) of the SPD on people with protected characteristics. If any adverse impacts are identified, we will identify actions MKCC can take to mitigate these.

When carrying out future reviews of the parking standards, we will ensure the needs of people with protected characteristics are considered and will carry out an Equalities Impact Assessment as part of that work.