

Funding for Innovation: Opening Local Authority Transport Data Application Form



Department
for Transport

Please ensure that you have read and understood the criteria and advice in the “Funding for Innovation: Opening Local Authority Transport Data” guidance note. **Bidders should at least ensure that they address all the guidance highlighted in bold in this guidance.**

A separate application form should be completed for each scheme.

Applicant Information

Local authority name(s)*: *Manchester City Council (lead authority)*
Salford City Council
Liverpool City Council

**If the bid is a joint proposal, please enter the names of all participating local authorities and specify the lead authority*

Bid Manager Name and position: *Kevin Gillham – Head of Citywide Highways*

Name and position of officer with day to day responsibility for delivering the proposed scheme.

Contact telephone number: *0161 234 5660* **Email address:** *k.gillham@manchester.gov.uk*

Postal address: *Manchester City Council, PO Box 532, Manchester M60 2LA*

When authorities submit a bid for funding to the Department for Transport, as part of the Government’s commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department for Transport. The Department for Transport reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the web link where this bid will be published:

<https://www.manchester.gov.uk/smartercity>

SECTION A - Scheme description and funding profile

A1. Scheme name: *APDS Pilot: Off Street Car Park and Kerbside Availability Project*

A2. Headline description:

Please enter a brief description of the proposed scheme (in no more than 250 words)

The proposed scheme takes existing dynamic and static parking data owned by car park operators and local authorities, opens the data in APDS format, and makes this open data available to customers (general public) via third party publishers, with the overall objective of making it easier to find a parking space in the city centre.

There are three deliverables:

- 1 Real time off street dynamic parking availability data on City Centre NCP and Q-Park car parks to be made available in open APDS data format through a single online portal (data feed) to be accessed via third party publishers.*
- 2 Static data on City Centre TRO parking & kerbside (loading etc) restrictions and spaces to be made available in open data (APDS/TRO Standardisation Project compliant) format through a single online portal (data feed) based on the Buchanan Computing ParkMap information to be accessed via third party publishers.*
- 3 Ensure that potential third party publishers of this data (Parkopedia, JustPark) are involved in the project, resulting in a full proof of concept and real (available to the public) results from the project.*

A theory/logic map is shown below:



As an indication of coverage, some 64% of Manchester's off-street parking stock would be included via NCP and Q-Park, with 100% of kerbside space. It is anticipated that data from 9 car parks in Liverpool plus 3 in Salford will be incorporated.

A3. Geographical area:

Please provide a short description of area covered by the bid (in no more than 50 words)

*Manchester, (OS Grid Reference: SJ 83896 98074 Postcode: M2 5DB)
Together with Salford and Liverpool City Centres*

Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.

See Appendix A3 for maps of Manchester, Salford and Liverpool City Centres

A5. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty? Yes No

See Appendix A5

SECTION B – The Business Case

B1. The Scheme – Summary/History (Maximum 200 words)

Please outline what the scheme is trying to achieve – indicate what data you expect to collect and your approach, what applications you will deliver from the connected data etc.

This should also provide a clear statement on data privacy and security.

The scheme will make currently unavailable parking data available to customers via third party information apps offering guidance as to where to park. This will be achieved by providing open APDS format data to publishers (App providers) as source data. The data is currently unavailable to publishers/customers and has no value. Opening the data will create potential value through app functionality.

The project will provide feedback to the APDS project through real-world experience. It will also advance and enhance APDS by developing messaging protocols.

The data sources are:

- *Real time occupancy data from private sector Manchester, Liverpool and Salford city centre car parks to be made available by NCP and Q-Park*
- *TRO data giving definitive and up-to-date details of kerbside designation (including specific types of kerbside space eg disabled, EV charging) provided from the Parkmap system used by Manchester City Council*

The data will be available to customers via at least one App or website platform.

Privacy – the only data to be shared will be that made available by the private operator or local authority, so no privacy issues are anticipated.

Security issues will be addressed as part of system design which will be compliant with principles of ISO27001.

B2. The Strategic Case (Maximum 500 words)

This section should set out the rationale and strategic context for making the investment. This section is the most important and bidders should ensure that they address the guidance (particularly the text **in bold**).

Supporting evidence may be provided in annexes – if clearly referenced in the strategic case. This may be used to assist in judging the strength of your strategic case arguments but is unlikely to be reviewed in detail or assessed in its own right. So you should not rely on material included only in annexes being assessed.

Strategic objectives:

- *To open and publish existing parking data in APDS format as a base for creating online information accessible to customers*
- *To demonstrate a local authority-led collaborative approach to end-to-end online information (from information source to customer) as a step towards a publicly-owned non-proprietary parking data and payment platform.*
- *To bring Manchester, Salford & Liverpool data together with potential to add other local authorities.*
- *To create an online portal (data feed) containing up-to-date information on restrictions and spaces that:*
 - *brings all data together*
 - *is open data*
 - *uses APDS standards to define the interfaces*
 - *can be accessed by publisher/users and customers*
- *To provide feedback to the APDS Steering Group on real-world implementation of standards (including development of messaging protocols)*
- *To demonstrate the potential for bringing together dynamic real time information on availability into a single source (supplied by data from multiple sources owned by NCP and Q-Park) – this may include opportunities for including existing sensor data (owned by local authorities and others)*
- *To create a viable way of inputting, and publishing static TRO data (based on existing Parkmap installations)*
- *To explore a legal framework that may enable data to be licenced (including Open Government Licence & licencing private data).*

For Technical Description see Appendix B2.

Some of the questions you may wish to consider are:

How can opening data improve your transport service and what is the strategic context and value?

The Manchester City Council Transport 2040 vision aims to have fit-for-purpose transport infrastructure for a successful city. As part of the vision, in 2019 the Council is reviewing its strategic approach to parking and its alignment to infrastructure plan, clean air policies and the growth agenda. This project supports these strategic aims and is an important pilot in development of a publicly-owned data platform to make parking data available to users in APDS format.

Existing data is moved into the public domain for the benefit of the customer. Using the data allows an informed parking choice with certainty that the chosen parking option is available. There are transport planning benefits: a reduction in circulating traffic searching for a parking

space, consequential reduction in noise, congestion and potential improvement in air quality and road safety.

What options have been considered and why are the dataset(s) you have prioritised offer the best solution and value for money?

The proposed data sets are the only available data containing the required information. The data is currently being collected and there is low cost associated.

What are the expected benefits / outcomes of your strategy?

In addition to customer-focused aspects detailed above, the open APDS data made available by this project enables publishers and other users (innovators) to drive further value from the data through app functionality; publishing the data allows insight for local authorities through data analytics; and the prospect of guiding customers to convenient parking spaces at specific destinations provides a commercial opportunity for retail, leisure and other destinations.

A further strategic benefit comes from feedback to APDS on the real-world implementation of standards.

What is the predicted impact of opening the data and how will you measure the benefits? How will you transform the data into intelligence and how will this help your value for money assessment?

The proposal opens and publishes the data. Business intelligence may be derived from the data whilst held in the proposed system. Success measures (eg app usage, change in car park occupancy) will be reported by third party app providers and parking operators who interface directly with customers using the data.

B3. The Financial Case – Project Costs

Before preparing a proposal for submission, bid promoters should ensure they understand the financial implications of opening the data (including any implications for future resource spend and ongoing costs relating to maintaining and updating the data), and the need to secure and underwrite any necessary funding outside the Department for Transport's maximum contribution.

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

Bidders should provide a cost breakdown, and justification, of the different stages of opening data that the Department will provide funding for.

See Appendix B3 for details of the budget breakdown.

£000s	2019-20	Total
<i>DfT Funding Sought</i>		
<i>LA Contribution</i>		
<i>Other Third Party Funding</i>		

Notes:

- (1) Department for Transport funding must not go beyond 2019-20 financial year.
- (2) A local contribution of 5% (local authority and/or third party) of the project costs is required.

Additionality:

Manchester City Council confirm that Department for Transport funding is not being used to replace other sources of funding which have, or would have been, provided.

B4. The Financial Case - Local Contribution / Third Party Funding

Please provide information on the following points (where applicable):

- a) The non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT funding contributions to the scheme costs. This should include evidence to show how any third party contributions are being secured, the level of commitment and when they will become available.

Funding has been promised by partner organisations as follows:

- b) Where the contribution is from external sources, please provide a letter confirming the body's commitment to contribute to the cost of the scheme. The Department for Transport is unlikely to fund any scheme where significant financial contributions from other sources have not been secured or appear to be at risk.

Have you appended a letter(s) to support this case? Yes No N/A

See Appendix B4

Letters from above partners, JustPark, and letters of support from Salford City Council and Liverpool City Council.

B5. The Financial Case – Affordability (maximum 200 words)

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme.

Please provide evidence on the following points (where applicable):

- a) What risk allowance has been applied to the project cost?

A risk allowance of 30% has been included in the Development Team costs.

- b) How will cost overruns be dealt with?

The team has held extensive discussions with all the project partners concerning the project scope, technical implications and costs. Partners will be expected to work to the fixed budget they have proposed with any cost overruns being dealt with by expending their own additional resources to ensure the agreed project inputs are delivered. If there are potential cost overruns

due to unforeseen circumstances these will be brought to the attention of the Project Manager through the project governance mechanism. Mitigation will be sought for example through technical measures. Should mitigation not be possible or should the mitigation result in a potentially material amendment to project scope this will be escalated to the Manchester City Council Strategic Parking Board through the project governance outlined in B9.

c) What are the main risks to project delivery timescales and what impact this will have on cost?

The main risks are outlined in B10 and associated Appendix along with the implications for project timeframes.

Additional risks are:

Failure to obtain car park data – low risk as most sites capable of issuing occupancy in some form and project could proceed with fewer car parks

Parkmap data is inaccurate – medium risk, corrective work a cost for authority

B6. The Economic Case – Value for Money (maximum 200 words)

Bidders are requested to provide at least a qualitative description of the benefits that will be delivered from the data opened and how these could provide potential benefits going forward.

This should also capture any examples which generate revenue from the data collected and an indication on the number of users that benefits.

Accurate information on parking will enable large numbers of customers to identify and access spaces efficiently, app providers to develop new more effective services, and innovators to create new ways to engage customers. The project is a first step towards combining real-time parking data with traffic information to power next generation routing, and 'just-in-time' reservation/payment apps showing customers the financial and journey time benefits of multi-modal travel.

Accurate data from journeys and parking sessions will enable transport planners to create strategies, routes and timetables that provide cost-effective multi-modal options for customers (commuters, shoppers etc). This will help maximise the RoI in transport infrastructure, potentially reducing car use in urban areas while providing options for customers in outlying areas.

Digital TROs and an increase in on-street availability data (part of the wider follow-on project) will enable the participating authorities to maximise use of kerb space, leading to a more equitable charging regime for all road users (including deliveries and ride-sharers) as well as congestion and access benefits.

Parking data will provide invaluable insights into customer behaviour, enabling more effective use of parking assets, matching tariffs to demand and indicating where re-purposing of infrastructure should be considered.

B7. The Commercial Case (maximum 200 words)

This section should set out the procurement strategy that will be used to select a contractor and, importantly for this fund, set out the timescales involved in the procurement process to show that delivery can proceed quickly.

What is the preferred procurement route for the scheme? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.

Parking Matters Limited has been procured as a strategic parking advisor to Manchester City Council and the work outlined in this bid is closely linked to that procurement. Should the bid be successful a tender extension will be issued to employ Parking Matters Limited as the delivery contractor. In this way the bid work can proceed immediately should it be successful.

*It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department for Transport with confirmation of this, if required.

An assurance that a strategy is in place that is legally compliant is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.

B8. Management Case - Delivery (maximum 200 words)

Deliverability is one of the essential criteria for this Competition and as such any bid should set out if any statutory procedure are needed before it can be delivered.

- a) An outline project plan (typically in Gantt chart form) with milestones should be included as an annex, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any contingency periods, key dependencies (internal or external) should be explained.

Has a project plan been appended to your bid? Yes No

See Appendix B8

No statutory procedure is needed before this project can be delivered.

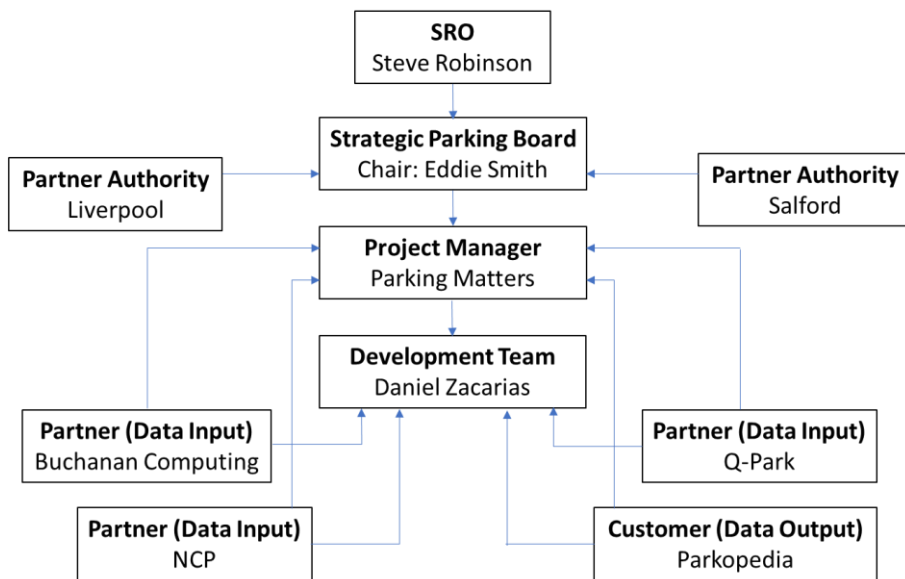
- b) A statement of intent to deliver the scheme within this programme from a senior political representative and/or senior local authority official.

Manchester City Council is committed to deliver this programme with our partners and contractor for the benefit of our residents and businesses. The activities align to a wider programme to develop a city parking strategy that will support long-term, sustainable economic growth.

B9. Management Case – Governance (maximum 300 words)

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and set out the responsibilities of those involved and how key decisions are/will be made. An organogram may be useful here. This may be attached as an Annex.

The SRO for this work is Steve Robinson, Director of Operations (Highways) who is responsible for the highways service including the parking services. The governance of the project will sit within the responsibility of the Strategic Parking Board chaired by Eddie Smith, Strategic Director, Growth who is part of Manchester City Council’s senior management team. Decisions about the project will rest with that Board. Where necessary Eddie Smith will discuss matters with the Commercial Board chaired by the City Treasurer.



Profiles of Parking Matters Ltd and Daniel Zacarias are included in Appendix B9.

PML team members are leading the work of the international APDS to establish a common language for data elements and definitions in the parking, transport, and mobility sectors, and also sit on the Project Board of the DfT funded ‘TRO Discovery Project’ led by the British Parking Association and GeoPlace.

Daniel Zacarias previously led the creation of a parking data platform in Spain and Portugal as well as other data platforms

B10. Management Case - Risk Management

Risk management is an important control for all projects but this should be commensurate with cost. A risk register covering the top 5 (maximum) specific risks to this scheme should be attached as an annex.

Has a risk register been appended to your bid? ✓Yes No

See Appendix B10

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation (maximum 250 words)

The competition is seeking to build up the business case for the relevant dataset(s) opened and use cases. Please provide details on the profile of benefits, and of baseline benefits and benefit ownership and explain how your will lead to the outputs/ outcomes. This should be achieved by logic maps, text descriptions, etc.

We also request that your bid clearly articulates how you are expecting to use the data collected and the expected benefits for both users and road op. Please also outline how you could measure the expected benefits from the application of the harvested data.

As explained in B2, the project aims to deliver benefits by making it easier for customers searching for a city centre parking space to find an off- or on-street space (community and environment (improved accessibility of services) and customer experience – per North Highland NH indicators). There is an associated benefit to the car park operator in that availability of parking spaces is marketed to a relevant target audience (improving overall cost efficiencies - NH). The local authority sees benefits in a reduction in circulating traffic, associated reductions in congestion, noise etc, and potential improvement in air quality and road safety (community and environment and economic growth benefits - NH).

A strategic benefit arises through the project representing a pilot scheme for the wider APDS project of creating a non-proprietary publicly owned platform for parking data and payment.

The data collected will be made available in APDS format open data to be published by users eg app developers. Publishing this open data enables real-time knowledge of parking facilities and availability to be accessible to customers. Further, availability of open data to innovator and technology provider users facilitates the invention of new services driven by data availability.

Usage of the data will be measured through take up by app users. The benefits arising can be measured through, for example, changes in parking occupancy levels. Any cleansing of TRO data necessary to facilitate this project is beneficial in improving the accuracy of this source data.

C2. Monitoring and Evaluation (maximum 150 words)

The Department expects bidders to set out a clear strategy and commitment to monitor and evaluate the impact of opening the data and share practical experience and knowledge.

Data input partners as well as data output publisher/users will contribute feedback to the APDS Steering Group to enhance and promote the development of APDS as well as feedback on the draft data model for TROs from the DfT funded work by BPA & GeoPlace.

The impact of opening data elements (i.e., the number of accesses to the system in a given period) will be monitored through scheduled reports to be produced by the platform.

The project will explore a legal framework for licencing use of the opened data. This will include a requirement that a publisher/user commits to providing detailed statistics on usage (eg enquiries, daily/weekly profiles etc) for measurement purposes.

The project team and the participating councils will put in place a communications plan disseminating the lessons learned from the project. Actions will include publishing articles in the parking and transportation magazines as well as a showcase workshop.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for the APDS Pilot : Off-Street Car Park and Kerbside Availability Project I hereby submit this request for approval to DfT on behalf of Manchester City Council and confirm that I have the necessary authority to do so.

I confirm that Manchester City Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name: Steve Robinson

Signed:

Position: Director of Operations (Highways)



D2. Section 151 Officer Declaration

As Section 151 Officer for Manchester City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Manchester City Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver this scheme on time and on budget
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- has the necessary governance / assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place.

Name:
See letter from Project SRO attached below

Signed:

Date: 8 February 2019

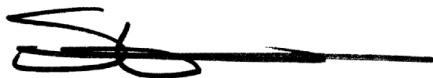
APDS Pilot: Off Street Car Park and Kerbside Availability Project

The constitution of Manchester City Council provides delegated powers to senior officers. One element of that scheme of delegation relates to approvals of expenditure. Under the constitution in my role as the Director of Operations (Highways) the project costs are within my delegations. Reference to the Council's Section 151 Officer are not required. Additionally my role on the Strategic Parking Board and its terms of reference I am able to oversee the project, manage costs, provide budgets, provide governance.

As the project SRO for Manchester City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Manchester City Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver this scheme on time and on budget
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- has the necessary governance / assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place.

Yours sincerely



Steve Robinson
Director of Operations (Highways)

Submission of bids:

The deadline for bid submission is **23.59 on 8 February 2019**.

An electronic copy only of the bid including any supporting material should be submitted to:
traffic.comp@dft.gov.uk

Summary/clarification of requirements set out in guidance

✓	<p>Funding is only available for the process of opening and publishing data - and not the hardware to collect the data</p> <p><i>No hardware is funded by this project</i></p>
✓	<p>Fundamentally, bidders should set out the value of the data, both in its present form and the benefits that they expect to gain operationally and/or from data exploitation from opening the data.</p> <p><i>B1</i> <i>The data is currently unavailable to users/customers and as such has no value. Opening the data in APDS format to be accessed by users will create potential value through app functionality offering guidance as to where to park.</i></p> <p><i>B2</i> <i>This project is an important pilot in the development of a publicly-owned data platform through which parking data is made available to users in APDS open format.</i></p>
n/a	<p>We would, therefore, welcome bids from local authorities to open and publish UTC and UTMC data - but bids are not limited to these categories.</p>
✓	<p>All bids must demonstrate that the open dataset(s) they propose will be provided in human- and computer-readable formats</p> <p><i>The opened data is computer readable to be incorporated into an app which then makes it human-readable through the public interface (eg Parkopedia)</i></p>
✓	<p>Bidders will need to define the current status of the dataset(s) they have selected and the processes for which they are seeking funding within their strategic case</p> <p><i>Details are included in the Technical Description at Appendix B2</i></p>
✓	<p>Bidders should explicitly state how they will ensure that the datasets that they are opening will be provided in a standardised format that will enable data exchange</p> <p><i>APDS format including the DfT funded draft data model for TROs will be used for the opened data</i></p>
✓	<p>These parking standards will be ready for use in April 2019 and bidders should seek to apply these for any parking dataset that is relevant. The Department will only expect a commitment to adopting these standards at the bidding stage.</p> <p><i>APDS format will be including the DfT funded draft data model for TROs used for the opened data</i></p>
✓	<p>All bids will also need a statement to demonstrate additionality, i.e. that Department for Transport funding is not simply being used to replace other sources of funding which have, or would have, been provided</p> <p><i>B3</i> <i>Manchester City Council confirm that Department for Transport funding is not being used to replace other sources of funding which have, or would have been, provided.</i></p>

✓	<p>The strategic case should reflect the advice and guidance presented throughout this document.</p> <p><i>Noted</i></p>
✓	<p>The bid should also provide a commitment from the bidder that the datasets opened are maintained and updated for the foreseeable future.</p> <p><i>C2</i> <i>The wider APDS project represents a key ongoing use of the opened data and this project will consider how the APDS project can be the mechanism for maintaining and updating opened datasets for the future.</i></p>
✓	<p>Bidders will be expected to provide an indication of the benefits and value for money, as identified in the strategic case</p> <p><i>B2 and B6</i> <i>The opened data will have commercial value, particularly to App providers and the parking companies, and the cost of the data is very low compared to the cost of parking.</i></p>
✓	<p>We would expect to see a letter from the promoter's Section 151 Officer confirming that the authority has the available funds to meet the total local funding contribution</p> <p><i>D2 declaration</i></p>
✓	<p>The Department will expect each project to provide a breakdown of costs for each project activity and the successful applicants will be expected to provide a report against these.</p> <p><i>B3 and Appendix.</i> <i>Costs will be tracked against the initial budget</i></p>
✓	<p>Projects which include a clear statement of intent from a high-level political representative and/or local authority representative will be prioritised.</p> <p><i>B8 b)</i> <i>Manchester City Council is committed to deliver this programme with our partners and contractor for the benefit of our residents and businesses. The activities align to a wider programme to develop a city parking strategy that will support long-term, sustainable economic growth and the Transport 2014 vision.</i></p>
✓	<p>Bidders should provide a theory/logic map to demonstrate how their data proposal will achieve the intended benefits</p> <p><i>B1</i> <i>Diagram included.</i> <i>More details are included in the Technical Description at Appendix B2</i></p>
✓	<p>Bidders must also commit to maintaining a record of the process by which they have opened data and to monitor/evaluate the impact after the datasets are opened</p> <p><i>Details are included in the Technical Description at Appendix B2</i></p>

Equality Impact Assessment

Name of policy/project/decision: Funding for Innovation: Opening Local Authority Transport Data

Name of person(s) writing EIA: Steve Robinson, Director of Operations (Highways)

Date: 28 January 2019

What are the brief aims of the policy/project/decision?

The DfT has requested bids from Local Authorities to make parking data transparent and available for the use of the public, businesses and commuters.

Are there any potential Council staffing implications, include workforce diversity? No

Areas of possible impact	Impact (Positive, Negative, None)	Impact level (High, Medium, Low)	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
Age	Positive	Low	The transparency of parking data (some real time) will help decision making by drivers in relation to journeys made by car saving time from the current method of trial and error to find available spaces thereby having an overall positive impact. The data will provide information on where disabled spaces are available so have a positive impact on that group. Carers will be supported by being able to find parking near to their location.
Disability	Positive	Low	
Pregnancy/maternity	Positive	Low	
Race	Positive	Low	
Religion/belief	Positive	Low	
Sex	Positive	Low	
Sexual orientation	Positive	Low	
Transgender	Positive	Low	
Carers	Positive	Low	
Voluntary, community & faith sector	Positive	low	
Financial inclusion, poverty, social justice: Cohesion	Positive	Low	
Other/additional:	None	None	

Overall summary of possible impact – Positive and Low

If you have identified significant change, med or high negative outcomes or for example the impact is on specialist provision relating to the groups above, or there is cumulative impact you **must** complete the action plan.

Action plan needed: No

Does the proposal/ decision impact on or relate to specialist provision: No

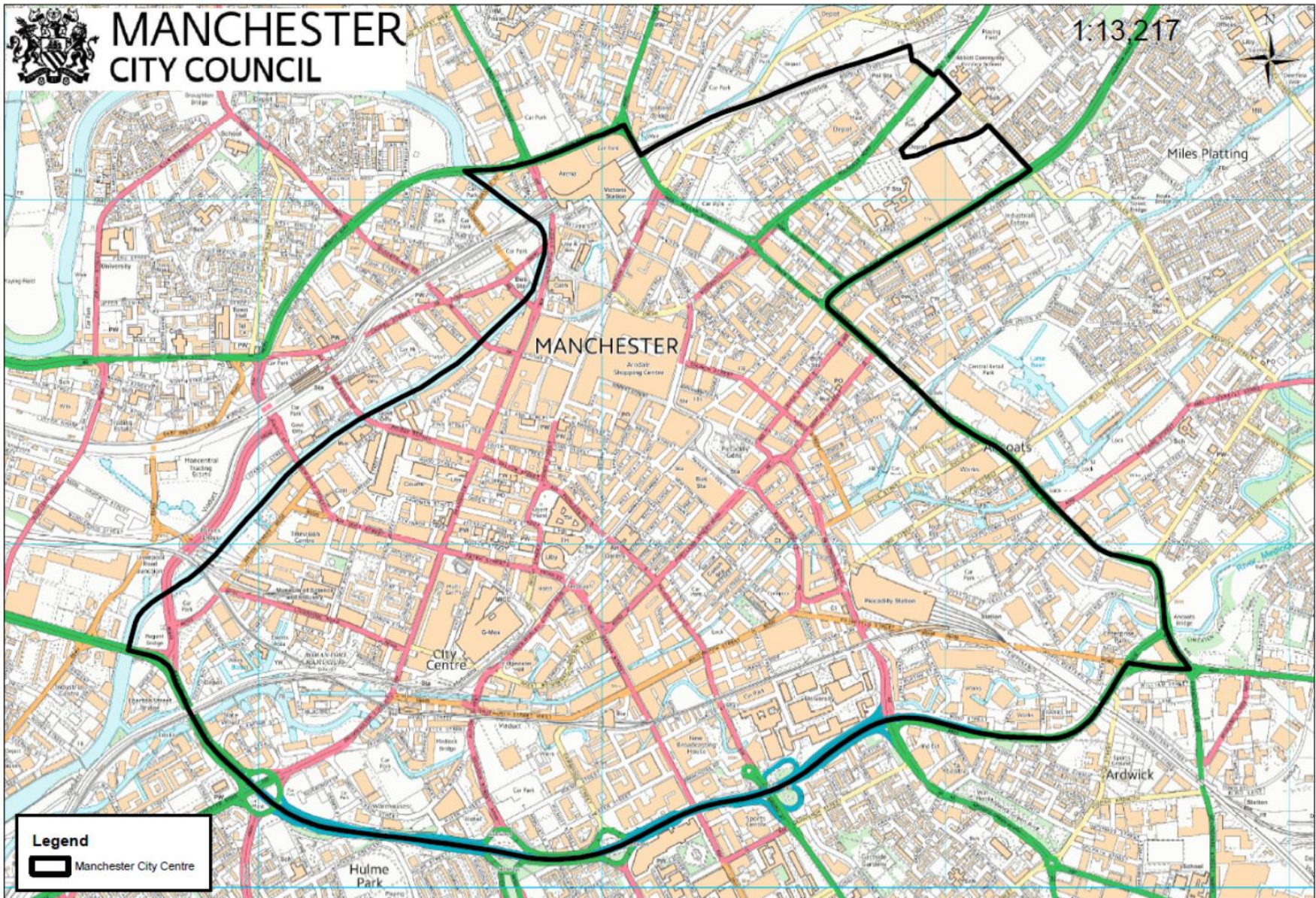
Action plan

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed

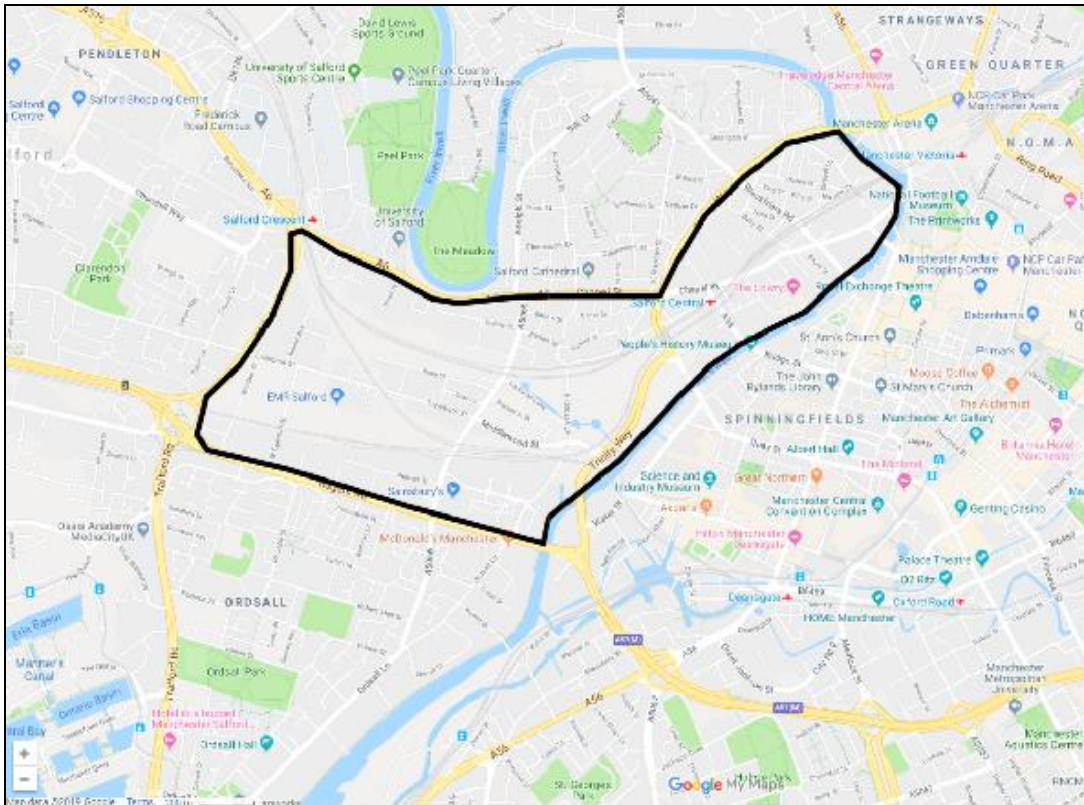
Action Plan Approved (Lead Manager): N/A

Appendix A3

Manchester City Centre



Salford City Centre



Liverpool City Centre

