

Equality Impact Assessment (EIA) Tool

Please ensure you have read the [guidance pages](#) prior to completing this tool

Document Control

Control Details:	
Title of EIA/ Decision (DDM):	Application for the designation Order to Enforce Moving Traffic (Moving Traffic Powers)
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Department:	Traffic & Flood Risk Management
Director:	Paul Seddon
Division:	Growth & City Development
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Strategic Budget EIA:	No
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Version	Author	Date
1 st Draft	S Thorpe	January 2023

Contributors/Reviewers (Anyone who has contributed to this document to be named)

Name	Title role	Date
Mark Lethbridge	Technical Lead – MTE & Systems	January 2023
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Glossary of Terms

Term	Description
MTE	Moving Traffic Enforcement
TRO	Traffic Regulation Order
TMA (2004)	Traffic Management Act (2004)
EO	Experimental Order
BPA	British Parking Association

Section 1 – Equality Impact (NCC staff/ Service users/ Citizen/ Community impact)

1. a. Brief description of proposal/ policy/ service to be assessed

Nottingham City Council has a duty under the Traffic Management Act 2004 (TMA) to tackle congestion and disruption on the road network. The introduction of the Traffic Management Act 2004 has placed a duty on the City Council's Traffic Manager to keep traffic moving to maximum efficiency. This includes pedestrians and cycles. The TMA 2004 gives councils more tools to manage parking policies, coordinate street works and enforce some moving traffic offences. Nottingham City Council already enforces Bus Lanes under the TMA and has applied for a designation order under Part 6 of the TMA to enforce further moving traffic offences. The Traffic & Flood Risk service area already has this expertise in house, therefore additional enforcement capacity could be easily integrated into the current system.

Local areas may benefit from better enforcement of prohibited movements such as

- Banned Right or left Turns
- Illegal U turns
- One Way Streets
- Yellow box junctions

- Prohibition of Driving
- Pedestrian Zones
- No Entry
- Incorrectly driving in a Bus Lane

From intelligence that has been gathered, using road safety reports, historical and up to date Highway Metrics data, officer intelligence, citizen engagement and consultation with Nottinghamshire Police, the Council is now proposing four trial locations where these new powers would provide additional safety benefits. The areas are:

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Maid Marian Way at its junction with Friar Lane- No U Turn (Southbound to Northbound). U turning traffic is in direct conflict with a Green man phased pedestrian crossing creating a significant risk to road users.

Sheriffs way/Queens Road at its junction with Arkwright Street- No Left / No Right Turns into Arkwright Street. Turning vehicles are in direct conflict with a Green man pedestrian phasing creating a significant risk to road users and causes unnecessary congestion on Queens Road.

Shakespeare Street section from its junction with Goldsmith Street in an easterly direction for 110 metres (blocked paved pedestrian friendly area). Vehicle's travelling through an area of high pedestrian activity create a significant risk of injury to other road users.

Victoria Embankment from a point in line with the suspension bridge in a north westerly direction for approx. 240 metres. Vehicles traveling through the recreational area in front the war memorial create a significant risk of injury to other road users.

1. b. Information used to analyse the equalities implications

The four locations proposed have existing traffic restrictions prohibiting traffic as described. Any proposal that is introduced under the Traffic Regulation Order process will follow the statutory consultation process will be carried out. The statutory consultation protocol for implementing a permanent Traffic Regulation Order (TRO) or Experimental Orders (EO) is always followed, including statutory consultation with Fire Service, Police, Ambulance, Road Haulage and Freight Transport Association. Full consultation with other specific user groups such as Retail, Disabled and Road User Organisations, local Tenants and Residents Association and External Disability Inclusion Groups is carried out to avoid any adverse implications.

It is currently an offence for drivers to contravene the prohibitions described, but these offences can only be enforced by Nottingham Constabulary (or by Nottingham City Council as a Bus Lane offence -Shakespeare Street only). The powers applied for (if approved) will allow Nottingham City Council as Highway Authority to enforce moving traffic offences by way of Automated Number Plate Recognition Cameras at the 4 trial locations and any further locations as deemed appropriate where a Traffic Regulation Order (or Experimental Order) exist.

An MTE stakeholder group has been set up in 2022 and includes relevant stakeholders such as the British Parking Association (BPA), the Department for Transport (DfT) and other Local Authorities who have or are applying for the new Part 6 MTE powers.

Further consultation on the adoption of the powers has also taken place on Nottingham City Council's Transport website- see link below

<https://www.transportnottingham.com/consultation-on-new-powers-to-improve-safety-on-nottingham-roads/>

Any locations highlighted for future enforcement utilising these powers will be subject to the same requirements as the trial locations, so any proposals will be subject to a 6 week consultation advertised in a local paper and via on street notices and via a Nottingham City Council website. Following the introduction of moving enforcement powers, a 6 month warning period will be commenced for first time offenders (based on vehicle registration) at each new location.

1. c. Who will be affected and how?

Impact type (NCC staff/ Service users/ Citizens/ Community)	Equality group/ individual	Positive	Negative	None	Reasons for your assessment (Including evidence)	Details of mitigation/ actions taken to advance equality	Details of any arrangements for future monitoring of equality impact (Including any action plans)
	People from different ethnic groups	X	X	X			Any changes to the highway will be consulted on through the TRO statutory process which includes relevant stakeholders, the external disability involvement group, My Sight and the Disabled Employee

							support Network.
	Men			X	All road users are expected to follow the rules of the Highway Code		
	Women			X	All road users are expected to follow the rules of the Highway Code		
	Trans			X	All road users are expected to follow the rules of the Highway Code		
	Disabled people/ carers			X	All road users are expected to follow the rules of the Highway Code		
	Pregnancy and maternity			X	All road users are expected to follow the rules of the Highway Code		
	Marriage/Civil Partnership			X	All road users are expected to follow		

					the rules of the Highway Code		
	People of different faiths/ beliefs and those with none			X	All road users are expected to follow the rules of the Highway Code		
	Lesbian/ Gay/ Bisexual people			X	All road users are expected to follow the rules of the Highway Code		
	Older			X	All road users are expected to follow the rules of the Highway Code		
	Younger			X	All road users are expected to follow the rules of the Highway Code		
	Other (e.g. looked after children, cohesion/ good relations, vulnerable children/ adults), socio-economic background. <i>Please underline the group(s) /issue more</i>	X			All user groups will benefit from the adoption of powers as road users will be encouraged to conform to prohibitions / restrictions/		

	<i>adversely affected or which benefits.</i>				provisions, with specific benefits for vulnerable road users		
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1. d. Summary of any other potential impact (including cumulative impact/ human rights implications):

No adverse impacts expected as this is an expansion of an existing process to allow the highway authority to use Part 6 of the TMA to help facilitate its duty under the Traffic Management Act 2004.

Positive impacts are enabling local circumstances to be taken into consideration when assessing a 'MTE Camera' to enforce a Traffic Order. The reduction of unauthorised vehicles from unwarranted routes, will help to manage journey times helping to improve the environment with cleaner air quality for children and young people.

Section 2 – Equality outcome

Please include summary of the actions identified to reduce disproportionate negative impact, advance equality of opportunity and foster good relations. Please pull out all of the mitigations you have identified and summarise them in this action plan

Equality Outcome	Adjustments to proposal and/or mitigating SMART actions	Lead Officer	Date for Review/ Completion	Update/ complete
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Eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act 2010.	N/A			
Advance equality of opportunity between those who share a protected characteristic and those who don't	N/A			
Foster good relations between those who share a protected characteristic and those who don't	N/A			
(Please add other equality outcomes as required – e.g. mitigate adverse impact identified for people with a disability)	N/A			

Please note: All actions will need to be uploaded onto Pentana

Section 3 – Approval and publishing

<p>The assessment must be approved by the manager responsible for the service /proposal. Approving Manager details (name, role, contact details):</p> <p>Sue Thorpe – Service Manager – Technical Services & Systems susan.thorpe@nottinghamcity.gov.uk Ext: 65269</p>	<p>Date sent for advice:</p> <p>29th March 2023</p>
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Approving Manager Signature: 	Date of final approval: 17 th April 2023

For further information and guidance, please visit the [Equality Impact Assessment Intranet Pages](#)
Alternatively, you can contact the Equality and Employability Team by telephone on 0115 876 2747

Send document or link for advice and/ or publishing to: edi@nottinghamcity.gov.uk

PLEASE NOTE: FINAL VERSION MUST BE SENT TO EQUALITIES OTHERWISE RECORDS WILL REMAIN INCOMPLETE.