

Equality Impact Assessment Form

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1. Document Control

1. Control Details

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Department:	Development and Growth
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Strategic Budget EIA: Y/N	N
Exempt from publication Y/N	N

2. Document Amendment Record

Version	Author	Date	Approved
1	Anne-Marie Barclay	16 th November 2018	

3. Contributors/Reviewers

Name	Position	Date
Jennie Maybury	Principal Transport Planner	20/11/18

4. Glossary of Terms

Term	Description

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2. Assessment

1. Brief description of proposal / policy / service being assessed

A car club is a scheme that provides 'pay as you go' car hire for members, benefitting commuters, business travellers, residents and visitors. Members can book a vehicle for a period of time that suits them, take the vehicle when they need it and return it to the point of collection when finished. All costs and responsibilities associated with private vehicle ownership (insurance, tax, fuel costs, maintenance and cleaning) are included in the annual membership and hourly booking rates and mileage rates. Typically, this creates a saving for members when compared with traditional car ownership so long as they average less than 7,000 miles per year and also makes the newest, safest and least polluting vehicles available to them. Car clubs are proven ways to increase the uptake of more sustainable transport modes as being charged at point of use means more journeys are made by foot, cycle or public transport and therefore schemes help contribute to reducing congestion, carbon emissions from transport and improving access to services.

The Nottingham Car Club is currently being operated by Enterprise Rent-A-Car, who have a contract to deliver the service until May 2019. The City Council is currently looking to retender the service for a new Concessionaire to deliver the scheme from May 2019 with a view to extending the car club into the residential areas of Nottingham. The council will be looking for a provider who can help to expand the service into disadvantaged communities and offer a number of payment models, including a 'Pay As You Go' option to help support low income households.

- The key equalities benefits of the Nottingham car club scheme can be summarised as:
- Helping residents without a private vehicle to access services and opportunities
- Providing cheaper travel options for families and groups of people when compared to traditional vehicle hire and taxi hire scenarios
- Supporting businesses and employees that may need to use vehicles for work purposes
- Reducing the number of vehicles on the road helping to tackle congestion and reducing pollution
- Supporting the visitor economy by providing access to short term car club hire for out of town visitors
- Providing access to a fleet of new, safe and less polluting vehicles than the average vehicle currently on the road

screeintip-sectionC

2. Information used to analyse the effects on equality:

An Equality Impact Assessment Screening Exercise was undertaken for the Nottingham Car Club project when it was first introduced in May 2014 as part of the Nottingham Urban Area Local Sustainable Transport Fund (LSTF) programme. A programme-wide Equality Impact Assessment was submitted as part of the business case to the Department for Transport for the £16million bid (available at <http://www.nottinghaminsight.org.uk/d/94215>).

The Equality Impact Assessment was updated in December 2014, when additional vehicles were added, and in December on 2017 as part of the approval to extend the contract with Enterprise Rent-A-Car. These previous submissions have been reviewed and updated to reflect the aspirations for the new concession.

3. Impacts and Actions:

<u>screeintip-sectionD</u>	Could particularly benefit X	May adversely impact X
People from different ethnic groups.	<input type="checkbox"/>	<input type="checkbox"/>
Men	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Women	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Trans	<input type="checkbox"/>	<input type="checkbox"/>
Disabled people or carers.	<input type="checkbox"/>	<input type="checkbox"/>
Pregnancy/ Maternity	<input type="checkbox"/>	<input type="checkbox"/>
People of different faiths/ beliefs and those with none.	<input type="checkbox"/>	<input type="checkbox"/>
Lesbian, gay or bisexual people.	<input type="checkbox"/>	<input type="checkbox"/>
Older	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Younger	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (e.g. marriage/ civil partnership, looked after children, cohesion/ good relations, vulnerable children/ adults).	<input type="checkbox"/>	<input type="checkbox"/>
<i>Please underline the group(s) /issue more adversely affected or which benefits.</i>		

<p style="text-align: right;"><u>screeentip-sectionE</u></p> <p>How different groups could be affected (Summary of impacts)</p>	<p style="text-align: right;"><u>screeentip-sectionF</u></p> <p>Details of actions to reduce negative or increase positive impact (or why action isn't possible)</p>
<ul style="list-style-type: none"> • The car club improves the sustainable travel choices available to citizens, and is available to anyone with a valid driving licence (if under the age of 22 must have held a full driving licence for 1 year) • The scheme will provide opportunities to access services and facilities that are otherwise difficult or not cost effective to visit without a car. 	<ul style="list-style-type: none"> • Opportunities to promote the scheme and target incentives at protected groups will be discussed with the operator when planning marketing activities at the start of the new contract in May 2019 and will continue throughout the concession (up to 5 years); particularly as new hire locations are introduced. • Ensure vehicles are provided in safe and secure locations that are well lit with good natural surveillance and provide

- The scheme could offer safer forms of travel, which may particularly benefit women and transgender people.
- Vehicle bookings can be made through a variety of modes including internet, telephone and mobile phone applications, making the scheme widely accessible.
- The scheme will make vehicles available to older and younger people who are more at risk of social isolation due to the financial constraints associated with private vehicle ownership.
- Aspirations to increase the range and number of ULEVS on the car club fleet will help to improve air quality in the city benefitting children and older residents who are at higher risk from respiratory conditions caused by air pollution.
- Aspirations to increase the number of EVs in the car club fleet will increase the number of automatic vehicles available for hire in the scheme, which may be preferable to older people, or those with reduced mobility.
- The scheme will offer a range of membership packages to ensure younger drivers and those with low incomes can still benefit from the car club.

confidence to vulnerable users from scheme launch (May 2019) and throughout the concession.

- There will be a requirement in the contract for the Concessionaire to provide 24/7 customer service to support people using the scheme.
- Ensure scheme is suitably promoted to older and younger groups through various networks such as university unions and elderly forums throughout the concession.
- Ensure initiatives providing transport information is publicised in ways that are accessible to minority ethnic people whose first language may not be English from the start of the new concession.
- Ensure the new Concessionaire offers a range of payment and membership options suitable for younger drivers and low income families.
- Use the tender specification (due for publication early 2019) to understand a potential operators approach to increasing the number of ULEVs and EVs, and how they will help the council to achieve its aspirations.

4. Outcome(s) of equality impact assessment:

<input checked="" type="checkbox"/>	No major change needed	<input type="checkbox"/>	Adjust the policy/proposal
<input type="checkbox"/>	Adverse impact but continue	<input type="checkbox"/>	Stop and remove the policy/proposal

5. Arrangements for future monitoring of equality impact of this proposal / policy / service:

The proposed concession will include a requirement on the operator to monitor the impacts of the car club scheme on the population it serves, and provide details to the City Council on a monthly basis. As part of the project a monitoring and evaluation framework will be established which will set out monitoring activities to be undertaken - this will include quantitative and qualitative monitoring activities such as the number of members of the scheme, most popular vehicles, locations and destinations, average usage period, feedback/satisfaction services provided and case studies of individuals supported.

6. Approved by (manager signature) and Date sent to equality team for publishing:

Approving Manager: Chris Carter Chris.carter@nottinghamcity.gov.uk 0115 8763940	Date sent for scrutiny: 22nd November 2018 Send document or Link to: equalityanddiversityteam@nottinghamcity.gov.uk
SRO Approval: 	Date of final approval: 22nd November 2018

Before you send your EIA to the Equality and Community Relations Team for scrutiny, have you:

1. Read the guidance and good practice EIA's
<http://intranet.nottinghamcity.gov.uk/media/1924/simple-guide-to-eia.doc>
2. Clearly summarised your proposal/ policy/ service to be assessed.
3. Hyperlinked to the appropriate documents.
4. Written in clear user-friendly language, free from all jargon (spelling out acronyms).
5. Included appropriate data.

6. Consulted the relevant groups or citizens or stated clearly, when this is going to happen.
7. Clearly cross-referenced your impacts with SMART actions.