

## Equality Impact Assessment Form

### 1. Document Control

#### 1. Control Details

Title:	Revised Residents Parking Scheme Policy
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Department:	Development & 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 <sup>st</sup> draft	S Thorpe	31 <sup>st</sup> October 2018	Paul Boulton

#### 3. Contributors/Reviewers

Name	Position	Date
Adisa Djan	Equality & Diversity Consultant	30 <sup>th</sup> October 2018

#### 4. Glossary of Terms

Term	Description
TRO	Traffic Regulation Order
DDM	Delegated Decision Making

## 2. Assessment

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

Nottingham City Council has a duty under the Traffic Management Act 2004 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 Traffic Management section of the Traffic & Safety Service area will provide professional advice, guidance and support to all businesses upon request in relation to Traffic Management solutions for public highways. By producing individual business analyses and reports, clear measures will become apparent that demonstrate a sustainable, cost effective way of delivering Traffic Management measures likely to address locations of displaced parking and ensure smarter parking management strategies. In the majority of Traffic Management schemes implemented, a Traffic Regulation Order (TRO) is required. This legal document ensures that restrictions are enforceable.

The review of the Permit Parking Policy through Delegated Decision Making (DDM) process will make it easier for drivers / residents / businesses to access a wider choice of parking. The review will promote the consistent management of traffic on the highways network and keep traffic moving to a maximum. A previous rigid system of assessment and point allocation was used to determine the suitability of a residential permit scheme. Given democratic changes, the introduction of the Work Place Parking Levy and the increasing amount of Events that takes place in Nottingham, the previous criteria is inapt, therefore, changes are proposed that encourages flexible solutions that meets the needs of local citizens and that safeguards the authority the "Nottingham Way".

It is proposed to introduce criteria that allows local need to be taken into consideration and categorise schemes including establishing new objectives for permit parking. The revised policy will clearly explain the purpose and context of the review and supersede the previous policy published in 1999.

## 2. Information used to analyse the effects on equality:

The statutory consultation protocol for implementing a permanent Traffic Regulation Order (TRO) is always followed, including all 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 TRO implications. The minimum consultation process used to introduce a TRO for analysing impact would be-

Councillor Consultation *commencement date of consultation minimum 21 days* (Leader of the Council, Leader of the opposition, Portfolio Holder for Transport, all Ward Councillors)

Formal Consultation *same day as commencement of consultation minimum 21 days* ( Police, Fire, Ambulance, Road Haulage and Freight Transport Association)

Public Consultation *same day as Formal, minimum 21 days* (All immediately affected Citizens/ Business)

Public Advert *same day as formal* (Statutory legal advert submitted for 21 days & inform Formal consultees of intention to advertise)

Deposit documents for public perusal *same day as public advert until order is made*(On site, On Line, Reception & Library)

Objection report for the Portfolio Holder (if required) *minimum 1 day after public advert finishes* ( allow 14 days for response)

Respond to Objectors ( if required) *as soon as objection upheld/overruled*

Make & Seal and Advertise Order *once all scheme works completed, leave a copy of made order on deposit for 6 weeks.*

Consultation for the revision of the Permit Parking Policy has been undertaken with the Portfolio Holder for Transport, the Leader of the Council and Community Protection (Processing & Enforcement).

**3. Impacts and Actions:**

	<b>Could particularly benefit X</b>	<b>May adversely impact X</b>
People from different ethnic groups.	<input type="checkbox"/>	<input type="checkbox"/>
Men	<input type="checkbox"/>	<input type="checkbox"/>
Women	<input type="checkbox"/>	<input type="checkbox"/>
Trans	<input type="checkbox"/>	<input type="checkbox"/>
Disabled people or carers.	<input checked="" 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"/>
<b><i>Please underline the group(s) /issue more adversely affected or which benefits.</i></b>		

<b>How different groups could be affected</b> (Summary of impacts)	<b>Details of actions to reduce negative or increase positive impact</b> (or why action isn't possible)
<p>Disabled People/ Carers/Older/ Younger People may benefit from the reduction of parking displacement and greater accessibility to permit parking areas close to their residential dwellings.</p>	<p>Good practise exists within established Traffic Management schemes i.e. improved parking schemes for citizens and visitors, including consultation with the External Disability Involvement Group, local community groups and compliance with the Equality Act 2010 for all schemes. The consultation paperwork will be available on traffweb once the proposals commence. Formal consultation with these groups is carried out under the TRO process. Further information available on <a href="http://www.nottinghamtraffweb.co.uk/">http://www.nottinghamtraffweb.co.uk/</a></p>

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**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 influence of this proposal / policy / service:**

This is a review of an existing policy to allow wider eligibility criteria to be considered for permit parking. The impact of the revised policy will enable local circumstances to be taken into consideration when implementing a permit scheme through a TRO. Future monitoring is ongoing through the TRO process.

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

<p><b>Approving Manager:</b> Paul Boulton, Head of Traffic, Email: <a href="mailto:paul.boulton@nottinghamcity.gov.uk">paul.boulton@nottinghamcity.gov.uk</a></p>	<p><b>Date sent for scrutiny: 18<sup>th</sup> December 2018</b> Send document or Link to: <a href="mailto:equalityanddiversityteam@nottinghamcity.gov.uk">equalityanddiversityteam@nottinghamcity.gov.uk</a></p>
<p><b>SRO Approval: 2<sup>nd</sup> November 2018</b></p>	<p><b>Date of final approval: 18<sup>th</sup> December 2018</b> <b>Adisa Djan</b></p>

**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.