

TRO generic process

Equality Impact Assessment Form

Revised June 2009



(Equality target groups are those which cover the 6 equality strands: race, disability, gender, age, sexual orientation and religious belief)

Part 1 Aims & implementation of the service, policy, procedure, practice or project

This section is the title of what is being assessed, responsible officers, purpose, where it fits within the council's wider aims and how it supports the legislation to eliminate unlawful discrimination and the promotion of equal opportunities. *(please refer to the guidance for additional information)*

1.1 What is being assessed

Traffic Regulation Order Procedure (TRO)

1.2 Officer(s) and section or service responsible for completing the assessment

Nicola Hunter, Rebecca Tuck, Rosie Barnard

1.3 What is the main purpose or aims of the service, policy, procedure, practice or project

To undertake an assessment following public representation to make changes to existing road safety provision

1.4 Who is affected by the service, policy, procedure, practice or project? Who is it intended to benefit and how?

All public highway users

1.5 Has the service, policy, procedure, practice or project been promoted or explained to those it might affect directly or indirectly?

Through Island media – IW County Press, on street notices and on the council website – iwght.com as well as consultation with town and parish councils and local council members and where applicable the local school in the affected area and police

1.6 How does the service, policy, procedure, practice or project contribute to better community cohesion?

The process links to all four of the Corporate themes, Thriving Island, A healthy and supportive Island, A safe and well-kept Island, Inspiring Island as well as the One Council theme of modernising the council

1.7 How does the service, policy, procedure, practice or project fit in with the council's wider aims?

As per 1.6 above as well as ensuring the governments national target for the Island to reduce the number of people killed or seriously injured in road accidents by 40% by the end of 2010

1.8 What is the relevance of the aims of the service, policy, procedure, practice or project to the equality target group and the council's duty to eliminate unlawful discrimination and promote equality of opportunity?

The main aim of the procedure is to ensure that safety is paramount but each case would be looked at on an individual basis to ensure that no person or group is discriminated against on the

basis of their ethnic origin, race, disability, age, religion/belief or sexual orientation where applicable

1.9 How is, or how will the service, policy, procedure, practice or project be put into practice and who is responsible for it?

On receipt of representation action will be taken and it will be the responsibility of the Group Manager for Transport Strategy.

Part 2 Consideration of data and research

To conduct the assessment, you will need information about service users and staff that provide the service. This section is to help you identify the sort of information that will be needed to help you assess whether there may be barriers to different equality groups who access your service, policy, procedure, practice or project. *(please refer to the guidance for additional information)*

2.1 List all examples of quantitative and qualitative data or any consultation information available that will enable the impact assessment to be undertaken

Accident data, speed data, mapping tools, photographic evidence, road safety audits, road survey data

2.2 Equalities profile of users and beneficiaries

Not required

2.3 Evidence of complaints against the service, policy, procedure, practice or project on the grounds of discrimination

No

2.4 What does the consultation, research and/or data indicate about the negative impact on the service, policy, procedure, practice or project

N/A

2.5 What does the consultation, research and/or data indicate about the positive impact on the service, policy, procedure, practice or project

Continual road safety improvement

Part 3 Assessment of impact

Now that you have looked at the purpose etc of the service, policy, procedure, practice or project (part 1) and looked at the research (part 2), this section asks you to assess the impact, positive and negative, of the service, policy, procedure, practice or project on each of the 6 strands of diversity covered in the Authority's single equality scheme.

3.1 Complete this section with the following information – relating to all of the identified groups: *(please refer to the guidance for additional information)*

| | Reason, evidence, comment | | | | | |
|---------------------------|---------------------------|------------|--------|--------------------|-----|------------------|
| | Race | Disability | Gender | Sexual Orientation | Age | Religious Belief |
| Barriers, negative impact | | | | | | |
| Neutral impact | X | X | X | X | X | X |
| Positive impact | | | | | | |

NB: The EIA has been done on a generic process, if at any point in the future a TRO which has implications on parking bays or temporary moves a further EIA would be undertaken to address those issues should they arise.

Part 4 Measures to mitigate disproportionate or adverse impact or improve on neutral or positive impacts: (please refer to the guidance for additional information)

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4.1 If there is any negative impact on any target equality group identified in part 3, is the impact intended or legal?

N/A

4.2 Specify measures that can be taken to remove or minimize the disproportionate or adverse effect identified in part 3. if none were identified, identify how disproportionate or adverse effect could be avoided in the future

N/A

4.3 If there is no evidence that the service, policy, procedure, practice or project promotes equality, equal opportunities or improves relations within equality target groups, what amendments can be made to achieve this?

4.4 If a neutral or positive impact has been identified, can that impact be improved upon (continuous improvement)?

N/A

4.5 How will any service, policy, procedure, practice or project be implemented?

On going procedure

4.6 As 4.5 above please identify training requirements

On going training for Traffic Officers – TRO training, DDA awareness training, Equality Impact Assessment training as and when required

Part 5 Conclusions & recommendations

This section ensures that what ever we are impact assessing, whether it be a service, policy, procedure, practice or project that ensure that we abide by the general and specific duties to promote race, disability and gender equality. *(please refer to guidance for additional information)*

5.1 Does the service, policy, procedure, practice or project comply with equalities legislation?

Yes

5.2 What are the main areas requiring further attention?

Regular updating with legislation

5.3 Summary of recommendations for improvement

N/A

5.4 What equality monitoring, evaluation, review systems have been set up to carry out regular checks?

As part of the EqIA process

5.5 When will the amended service, policy, procedure, practice or project be reviewed?

N/A

Part 6 Action / improvement plan

The table below should be completed using the information from the equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

Please ensure that you update your service/business plan within the equality objectives/targets and actions identified below:

| Area of negative impact | Changes proposed | Lead officer | Timescale | Resource implications | Comments |
|------------------------------------|--|--------------|-----------|-----------------------|----------|
| Race | | | | | |
| Disability | | | | | |
| Age | | | | | |
| Religious and Philosophical belief | | | | | |
| Gender | | | | | |
| Sexual orientation | | | | | |
| Geographical location | | | | | |
| All of the above | The EIA has been done on a generic process, if at any point in the future a TRO which has implications on any of the EIA a further assessment would be undertaken to address those issues should they arise. | | | | |

Part 6 continued – Equality Impact Assessment – Summary report

The results of equality impact assessments must be published. Please complete this summary and the publish your report using the Equality and Diversity pages of the Intranet. Your summary information and a copy of your completed report will then be made available to the public on the Council’s website.

| | | | |
|---|--|---------------------------|---|
| Date of assessment | <input type="text" value="07/09/2010"/> | | |
| Officer’s name | <input type="text" value="Nicola Hunter"/> | Role | <input type="text" value="Traffic Technician"/> |
| Service, policy, procedure, practice or project that was impact assessed | <input type="text" value="TRO Process"/> | | |
| Summary of findings | <input type="text" value="The TRO for John Street, Ryde has been assessed and there are no findings that any of the equality and diversity areas will be affected"/> | | |
| Summary of recommendations and key points of action plan | <input type="text"/> | | |
| Groups that this policy will impact upon | | | |
| Race | <input type="checkbox"/> | Gender | <input type="checkbox"/> |
| Sexual Orientation | <input type="checkbox"/> | Age | <input type="checkbox"/> |
| Disability | <input type="checkbox"/> | Religion or belief | <input type="checkbox"/> |
| Other | <input type="checkbox"/> | All | <input type="checkbox"/> |

The service has carried out an equality impact assessment (attached) which identifies that: there is no negative impact on any of the equality strands. The EqIA ensures that anyone who uses any nearby facility to the TRO including visitors are not disadvantaged. It must be noted however that road safety implications are paramount in any decision to implement traffic orders.

There is a negative impact which has been addressed as per the EqIA attached.