

Equality Impact Assessment (EqIA) form: the initial impact assessment

1. Process and guidance

The purpose of an EqIA is to make sure that the council is meeting the needs of all our residents by ensuring we consider how different groups of people may be affected by or experience a proposal in different ways. EqIAs help us to meet our [Public Sector Equality Duty](#) and where applicable the [Armed Forces Duty](#)


The council has a two stage EqIA process:

- Stage 1 - the initial impact assessment
- Stage 2 - the full impact assessment.

This form is for use at Stage 1 of the process. This must be completed when undertaking a project, policy change, or service change. It can form part of a business case for change and must be completed and attached to a Project Initiation Document. The findings of the initial impact assessment will determine whether a full impact assessment is needed.

Guidance and tools for council officers can be accessed on the council's Tackling Inequality Together intranet pages.

Date started:	27/01/2023	
Completed by:	Geoff Hislop	Parking manager
Service:	Place and Growth	Traffic Management and Parking Enforcement under TMA Part 6 Moving Traffic Contraventions
Project or policy EqIA relates to:	Moving Traffic Enforcement	
Date EqIA discussed at service team meeting:	01/02/23	

Conclusion (is a full assessment needed?):	Initial assessment stage 1 No material impact	No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Signed off by (AD):		
Sign off date:	02/02/23	

2. Summary of the policy, project, or service

This section should be used to summarise the project, policy, or service change (the proposal).

What is the purpose of the proposal, what are the aims and expected outcomes, and how does it relate to service plans and the corporate plan?

Local Authorities in England can now apply to the Department of Transport (DfT) for powers to enforce moving traffic offences such as banned turns; box junctions; one way street, vehicle prohibition (No entry), offenses currently only enforceable by the Police. Speeding will remain solely the responsibility of the Police. The enforcement of these traffic restrictions is not a core priority for the Police, and the use of these powers within civil enforcement processes by the Council will help us meet our statutory traffic management needs, make our roads safer and reduce congestion at proposed locations which may also help to reduce carbon emissions from transport

How will the proposal be delivered, what governance arrangements are in place and who are the key internal stakeholders?

This is a new policy as local authorities in England (outside London) have not previously had the powers to enforce moving traffic restrictions. The police will still be able to take enforcement action where they consider it appropriate to do so. The restrictions which are to be included within these powers are set out in Schedule 7 of the Traffic Management Act 2004. Locations where these powers can be applied are at the Council's discretion and the use of camera enforcement is to achieve greater compliance with the restriction and not intended for the purpose of raising revenue. Whilst most restrictions will be in place for safety reasons, it is not expected that all existing or future restrictions will have cameras installed.

Who will be affected by the proposal? Think about who it is aimed at and who will deliver it.

The service users are all road users and pedestrians that travel into or near to the locations where moving traffic restrictions are proposed to be enforced by the Council and are therefore likely to be representative of the national population. Parking services will process all parking enforcement activity under the Traffic Management Act ensuring compliance to the restrictions in place by penalty Charge Notices. This process is already in place for stationary enforcement within the Borough and the use of camera enforcement ensures safe and effective enforcement to meet the council's climate emergency, parking strategy and transport polices in promoting safer routes in and out of the borough and promoting active travel opportunities.

3. Data & Protected Characteristics

This section should be used to set out what data you have gathered to support the initial impact assessment.

The table below sets out the equality groups that need to be considered in the impact assessment. These comprise the nine protected characteristics set out in the Equality Act 2010 and other priority areas defined by the council.

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Age	Disability	Gender reassignment	Marriage and Civil Partnership	Pregnancy/Maternity
Religious belief	Race	Sex	Sexual Orientation	Socio-economic disadvantage

The Armed Forces Act 2021 also requires consideration of the [impact on Armed Forces Communities](#) when exercising certain housing, education or healthcare functions (excluding social care). Further guidance can be found [here](#).

What data and information will be used to help assess the impact of the proposal on different groups of people? A list of useful resources is available for officers on the Council's Tackling Inequality Together intranet pages.

A public consultation on the use of moving traffic enforcement powers at the proposed locations was undertaken for a period of six weeks between 21 November and 30 December 22 to seek the views from all stakeholders.

This consultation is available online at [Project • Moving traffic offences \(wokingham.gov.uk\)](https://www.wokingham.gov.uk/Project-Moving-traffic-offences)

566 responses were received, with 55% indicating support for the proposals. Of the 45% who objected many were objecting to the broader principle of the Council having MTE powers, rather than their use at the locations proposed.

No specific feedback regarding adverse impacts on individuals or groups of the nine protected characteristics set out in the Equalities Act 2010 were received from those that participated in the consultation.

Consultation for a minimum period of six weeks will be undertaken for all future additional locations where the enforcement of a moving traffic restriction is proposed.

Any feedback received from those with disabilities or where an adverse impact is raised will be assessed as part of the outcomes from the consultation and this impact assessment will be updated accordingly.

It's important to note that this policy relates to the civil enforcement by the Council of traffic restrictions that are already in place on the highway and that all drivers are therefore expected to comply with. Each restriction has been progressed through the statutory consultation process previously for the restriction to be included within a Traffic Regulation Order.

Where a driver fails to comply with a correctly signed traffic restriction on the highway the impact will potentially be felt by all road users, but this impact may be more greatly experienced by more vulnerable road users or those that have a disability.

The adoption of these powers will benefit road users most affected when drivers contravene traffic restrictions that are implemented to improve road safety.

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4. Assessing & Scoring Impact

This section should be used to assess the likely impact on each equality group, consider how significant any impacts could be and explain how the data gathered supports the conclusions made.

Scoring impact for equality groups	
Positive impact	The proposal promotes equality of opportunity by meeting needs or addressing existing barriers to participation and/or promotes good community relations
Neutral or no impact	The proposal has no impact or no disproportionate impact.
Low negative	The proposal is likely to negatively impact a small number of people, be of short duration and can easily be resolved.

High negative	The proposal is likely to have a significant negative impact on many people or a severe impact on a smaller number of people.
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Referring to the Scoring table above, please give an impact score for each group, explain what the likely impact will be, and briefly set out how the data supports this conclusion.

Equality group	Impact score	Impact and supporting data
Age		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Disability		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Gender reassignment		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Marriage and Civil Partnership		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Pregnancy/Maternity		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Religious belief		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Race		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Sex		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Sexual Orientation		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Socio-economic disadvantage		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.
Armed Forces Communities		No Impact. Moving traffic enforcement regulations already in place only the powers of enforcement being provided to the Council as well as the police.

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5. Conclusion and next steps.

Based on your findings from your initial impact assessment, you must complete a full impact assessment if you have identified any groups as having a low or high negative impact.

If no impact, or a positive impact has been identified, you do not need to complete a full assessment. However, you must include reference to the initial assessment in any associated reports, and it must receive formal approval from the Assistant Director responsible for the project, policy, or service change.