

EQIA Submission – ID Number

Section A

EQIA Title	Traffic Management Act 2004 Part 6
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Responsible Officer	Vicki Hubert - GT TRA
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Type of Activity

Service Change	No
Service Redesign	No
Project/Programme	Project/Programme
Commissioning/Procurement	No
Strategy/Policy	No
Details of other Service Activity	No

Accountability and Responsibility

Directorate	Growth Environment and Transport
Responsible Service	Vicki Hubert
Responsible Head of Service	Tim Read - GT TRA
Responsible Director	Philip Lightowler - GT TRA

Aims and Objectives

The introduction of the Traffic Management Act Part 6 by the Department for Transport (DfT) allows Highway authorities to enforce a variety of Moving traffic contraventions via approved Automatic Number Plate Recognition cameras to improve road safety, pollution levels and journey time reliability in locations with low compliance. These are powers not previously available to Highway Authorities.

The Act allows the highway network to be more effectively managed at a local level as well as maintaining national standards. It allows Kent Police to direct their limited resources elsewhere.

This project commences with a public consultation to inform Kent residents that KCC are applying for these powers, and information on the first 7 sites to be enforced should we be successful.

Screening has shown that some of the protected groups will be impacted in both negative and positive ways. This has been addressed through the action plan.

Conclusion:

No change is required. The evidence suggests that there is no potential for discrimination and all appropriate measures have been taken to advance equality and foster good relations between the protected groups.

Section B – Evidence

Do you have data related to the protected groups of the people impacted by this activity?	Yes
It is possible to get the data in a timely and cost effective way?	Yes
Is there national evidence/data that you can use?	Yes
Have you consulted with stakeholders?	Yes
Who have you involved, consulted and engaged with?	

Residents: A consultation is planned on the first 7 sites and the EqIA will be updated to take account of anything new that is learnt regarding the protected characteristic groups.

KCC Staff: Officers in Transport division to discuss where first tranche of sites should be and how this could benefit their service; KCC's Consultation and Creative Services teams to plan the consultation process, which includes, an accessible Word and Large Print version of the website content, promotional posters and newspaper adverts and details of how people can request hard copies and alternative formats on all consultation material.

National Highways: liaison to discuss impact on Strategic Road Network and how KCC may be effective in enforcing on NH roads in Kent.

Other authorities: Liaison with Cardiff to discuss how they have rolled out the enforcement powers. They have provided useful advice on public engagement, location, and numbers of ANPR cameras, operational issues and procurement.

Has there been a previous Equality Analysis (EQIA) in the last 3 years?	No
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Do you have evidence that can help you understand the potential impact of your activity?	Yes
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Section C – Impact

Who may be impacted by the activity?

Service Users/clients	Service users/clients
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Staff	Staff/Volunteers
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Residents/Communities/Citizens	Residents/communities/citizens
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Are there any positive impacts for all or any of the protected groups as a result of the activity that you are doing?	Yes
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Details of Positive Impacts

Older people, younger people and people with a disability will benefit from the enforcement of moving traffic offences. Older people that use their Bus Pass to access public transport services will benefit from more reliable bus journey times with less delays owing to congestion or private vehicles using the bus lanes. This also applies to students who use bus services to get to school, possibly through use of the Young Person's Travel Pass. People with a disability may rely on public transport to get around. Public transport efficiency and reliability will improve through the enforcement of moving traffic offences.

In addition, congestion will decrease, and road safety and air quality will improve.

Negative impacts and Mitigating Actions

19.Negative Impacts and Mitigating actions for Age

Are there negative impacts for age?	Yes
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Details of negative impacts for Age

Regarding consultation/information on the enforcement of moving traffic: People that don't have the skills to use a computer or access to a computer may not be aware of the sites being enforced by KCC during the first tranche.

Regarding the enforcement of moving traffic: People that don't have the skills to use a computer or access to a computer may not be able to pay the Penalty Charge Notice online.

Mitigating Actions for Age

Consideration of different mediums of advertising and feedback mechanisms to ensure that everyone

effected by this policy are informed and can take part. Ensure messages are relayed using plain English, are simple to understand and avoid complicated terminology where possible. Details will be provided on all consultation material of how people can request hard copies and alternative formats.
Alternative methods of payment to be investigated with potential service suppliers, such as payment over the phone.

Responsible Officer for Mitigating Actions – Age	Vicki Hubert
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20. Negative impacts and Mitigating actions for Disability

Are there negative impacts for Disability?	Yes
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Details of Negative Impacts for Disability

Regarding consultation/information on the enforcement of moving traffic: People that don't have the skills to use a computer or access to a computer may not be aware of the sites being enforced by KCC during the first tranche.

Regarding the enforcement of moving traffic: People that don't have the skills to use a computer or access to a computer may not be able to pay the Penalty Charge Notice online.

Mitigating actions for Disability

Consideration of different mediums of advertising and feedback mechanisms to ensure that everyone effected by this policy are informed and can take part. Ensure messages are relayed using plain English, are simple to understand and avoid complicated terminology where possible. Details will be provided on all consultation material of how people can request hard copies and alternative formats.
Alternative methods of payment to be investigated with potential service suppliers, such as payment over the phone.

Responsible Officer for Disability	Vicki Hubert
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21. Negative Impacts and Mitigating actions for Sex

Are there negative impacts for Sex	No
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Details of negative impacts for Sex

Not Applicable

Mitigating actions for Sex

Not Applicable

Responsible Officer for Sex	Not Applicable
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22. Negative Impacts and Mitigating actions for Gender identity/transgender

Are there negative impacts for Gender identity/transgender	No
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Negative impacts for Gender identity/transgender

Not Applicable

Mitigating actions for Gender identity/transgender

Not Applicable

Responsible Officer for mitigating actions for Gender identity/transgender	Not Applicable
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23. Negative impacts and Mitigating actions for Race

Are there negative impacts for Race	Yes
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Negative impacts for Race

Regarding consultation/information on the enforcement of moving traffic: People that cannot read English may not be aware of the sites being enforced by KCC during the first tranche.

Regarding the enforcement of moving traffic: People that don't read English may not understand a Penalty Charge Notice when received through the post.

Mitigating actions for Race	
Information on how people can request the consultation material in different languages will be included in all promotional material, the consultation website and consultation documents. The option to supply a Penalty Charge Notice in alternative languages to be investigated with potential service suppliers.	
Responsible Officer for mitigating actions for Race	Vicki Hubert
24. Negative impacts and Mitigating actions for Religion and belief	
Are there negative impacts for Religion and belief	No
Negative impacts for Religion and belief	
Not Applicable	
Mitigating actions for Religion and belief	
Not Applicable	
Responsible Officer for mitigating actions for Religion and Belief	Not Applicable
25. Negative impacts and Mitigating actions for Sexual Orientation	
Are there negative impacts for Sexual Orientation	No
Negative impacts for Sexual Orientation	
Not Applicable	
Mitigating actions for Sexual Orientation	
Not Applicable	
Responsible Officer for mitigating actions for Sexual Orientation	Not Applicable
26. Negative impacts and Mitigating actions for Pregnancy and Maternity	
Are there negative impacts for Pregnancy and Maternity	No
Negative impacts for Pregnancy and Maternity	
Not Applicable	
Mitigating actions for Pregnancy and Maternity	
Not Applicable	
Responsible Officer for mitigating actions for Pregnancy and Maternity	Not Applicable
27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships	
Are there negative impacts for Marriage and Civil Partnerships	No
Negative impacts for Marriage and Civil Partnerships	
Not Applicable	
Mitigating actions for Marriage and Civil Partnerships	
Not Applicable	
Responsible Officer for Marriage and Civil Partnerships	Not Applicable
28. Negative impacts and Mitigating actions for Carer's responsibilities	
Are there negative impacts for Carer's responsibilities	No
Negative impacts for Carer's responsibilities	
Not Applicable	

Mitigating actions for Carer's responsibilities	
Not Applicable	
Responsible Officer for Carer's responsibilities	Not Applicable