

Equality Impact Assessment Template

The purpose of an Equality Impact Assessment (EqIA) is to improve the work of Orkney Islands Council by making sure it promotes equality and does not discriminate. This assessment records the likely impact of any changes to a function, policy or plan by anticipating the consequences, and making sure that any negative impacts are eliminated or minimised and positive impacts are maximised.

1. IDENTIFICATION OF FUNCTION, POLICY OR PLAN	
Name of function/policy/plan to be assessed	Introduction of restricted traffic movements by means of a Traffic Regulation Order in terms of the Road Traffic Regulation Act 1984
Service/service area responsible	Development and Environment Services
Name of person carrying out the assessment and contact details	Kenneth Roy, Team Leader Roads Support Ext 2326 Email: kenny.roy@orkney.gov.uk
Date of assessment	14 October 2011 Updated 15.05.12
Is the function/policy/plan new or existing? (Please indicate also if the service is to be deleted, reduced or changed significantly)	New Traffic Regulation Order to extend one-way traffic over entire length of street currently subject to partial restrictions to traffic flow

2. INITIAL SCREENING	
What are the intended outcomes of the function/policy/plan?	Restrict access over the length of Albert Street between Laing Street and Broad Street, Kirkwall
State who is, or may be affected by this function/policy/plan, and how	All drivers of vehicles between the hours of 12.00 noon and 2.30 pm
How have stakeholders been involved in the development of this function/policy/plan?	Formal statutory and public consultation has been carried out. In general the objections received felt that the proposals would have a detrimental affect on blue badge holders. Concerns were also raised by residents that the proposals would restrict access to their properties and requested that permits be provided. A spread sheet outlining the objections will be appended to the committee report which is

	available on the Council website and upon request.
<p>Is there any existing data and/or research relating to equalities issues in this policy area? Please summarise.</p> <p>e.g. consultations, national surveys, performance data, complaints, service user feedback, academic/consultants' reports, benchmarking (see equalities resources on OIC information portal)</p>	<p>The Disabled Persons Transport Advisory Committee published a statement on shared surfaces - where vehicles share the surface with pedestrians - in 2008 in which they emphasised that they fully supported the principle of giving increased priority to pedestrians over motor vehicles in and around towns and cities. In practice, they believed this meant that provision for pedestrians was supplemented where necessary by accessible pedestrian routes separate from areas also used by vehicles in order to promote personal security for young, elderly and disabled pedestrians.</p> <p>Research published by the Guide Dogs for the Blind Association in 2006 illustrated the problems that shared surfaces cause for blind or partially sighted and other disabled people experienced.</p> <p>Research commissioned by the Association and published on their website in 2010 confirmed that shared surface streets are becoming 'no go' areas for many blind and partially sighted people. In the survey of 500 blind and partially sighted people, carried out by leading market research company TNS-BRMB, 9 out of 10 participants interviewed said that they had concerns about using shared surface streets, with 6 out of 10 avoiding these streets or very reluctant to use them. Nearly 50% of respondents who had used a shared surface street had experienced an accident or a 'near miss' on at least one occasion, something which in 85% of cases affected their confidence.</p>
Could the function/policy have a differential impact on any of the following equality strands?	(Please provide any evidence – positive impacts/benefits, negative impacts and reasons)
1. Race: this includes ethnic or national groups, colour and nationality	The Traffic Regulation Order applies to all vehicles, access will not be permitted between 12.00 noon and 2.30 pm
2. Sex: a man or a woman	No. As 1 above.
3. Sexual Orientation: whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes	No. As 1 above.
4. Gender Reassignment: the process of transitioning from one gender to another	No. As 1 above.
5. Pregnancy and maternity	No. As 1 above.
6. Age: people of different ages	Yes. Statistically older people are more likely to be affected by disabilities (see section 10).
7. Religion or beliefs or none	No. As 1 above.

(atheists)	
8. Caring responsibilities	No. As 1 above.
9. Marriage and Civil Partnership	No. As 1 above.
10. Disability: people with disabilities (whether registered or not)	<p>Yes. The proposals restrict access to disabled persons' vehicles. However, the restriction only applies between 12.00 noon and 2.30 pm and affects a small area.</p> <p>The absence of vehicles benefits all pedestrians, including those affected by a range of disabilities. The Disabled Persons Transport Advisory Committee endorses the principle of a higher priority being given to pedestrians and a reduction of the dominance of motor vehicles.</p>

3. IMPACT ASSESSMENT

Does the analysis above identify any differential impacts which need to be addressed?	No. On balance it has been assessed that the benefits to all pedestrians, including those affected by disabilities who do not use disabled persons' vehicles, outweigh the disadvantages to users of disabled persons' vehicles who may still access the street at other times.
How could you minimise or remove any potential negative impacts?	The restricted access is for a two and a half hour period only each day.
Do you have enough information to make a judgement? If no, what information do you require?	Yes

4. CONCLUSIONS AND PLANNED ACTION

Is further work required?	Yes
What action is to be taken?	Dependant on the decision of the Development and Infrastructure Committee on 7 June 2012
Who will undertake it?	Executive Director of Development and Infrastructure
When will it be done?	Following approval by Development and Infrastructure Committee
How will it be monitored? (e.g. through service plans)	

Signature

Date

15 May 2012

Name KENNETH D ROY
(BLOCK CAPITALS)

Please sign and date this form, keep one copy and send a copy to Corporate and Community Strategy. It should also be emailed to Corporate and Community Strategy.