

Thurrock Council

Community Equality Impact Assessment

Service area and lead officer

Name of service	Parking Enforcement, Public Realm
Lead officer name	Michael Dineen
Lead officer job title	AD for Investigation, Enforcement and Community Safety
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Subject of this assessment

What specific policy, strategy, function or service is the subject of this assessment?
To utilise available legislation to enforce moving traffic offences at Junction 31 (M25) Roundabout, specifically, encroachment into 'yellow boxes' at the location.
Borough-wide or location-specific?
<input type="checkbox"/> Borough-wide <input checked="" type="checkbox"/> Location-specific – please state locations below.
Junction 31 (M25) Roundabout
Why is this policy, strategy, function or service development or review needed?

Since 31 May 2022, local authorities outside London have been able to apply to the Secretary of State (SoS) for powers to enforce “moving traffic offences”. This means they can be granted powers that have previously been held only by the police and will allow local authorities to issue fines to drivers for a number of offences for the first time. The offences are defined in Schedule 7 of the Traffic Management Act 2004.

They include:

- Incorrectly driving into a bus lane
- Stopping in yellow box junction
- banned right or left turns
- illegal U-turns
- going the wrong way in a one-way street
- ignoring a Traffic Regulation Order (TRO)

Thurrock encounters traffic from all over UK and is visited constantly by foreign commercial and light vehicles from abroad. Our ports attract thousands of vehicles a year. The powers have been successfully used in London for some years. This newly amended legislation allows Local Authorities to apply to be part of the Statutory Instrument (SI) that will amend the legislation.

Thurrock Council placed the appropriate application to the SoS in February 2023, with this being accepted on 27th April 2023. The SI was signed off by the Commons in July 2023. The Authorities application was to enable enforcement at Junction 31 (roundabout) with regards to yellow box junctions. Further sites can be identified moving forward; however this is the only site that can currently be enforced.

1. Consultation and supporting information

- 1.1. What steps you have taken, or do you plan to take, to consult or engage the whole community or specific groups affected by this development or review? **This is a vital step.**

Steps you have taken, or plan to take, to consult or engage

An online public engagement program was completed, lasting the required 6 weeks. There were 486 people who visited the consultation site with 51 people registering and submitting a response.

Listed below is a flavour of some of the responses:

<p>Good idea as driving standards in the borough are at best dreadful!</p>	<p>It's just another way to punish the driver when no thought has been made to improve junction just make money to put into a bankrupt council.</p>
<p>I would be happy for more drivers to be prosecuted for motoring offences, especially driving while playing with their mobile phone.</p>	<p>This will be the thin end of the wedge. You have no right to police highway. What next? Where will this stop. You can't even run the Borough effectively now. Why would you wish to add to the burden? Or is this a way of raising revenue for your already debt ridden authority.</p>
<p>I think this a great idea given the frequency of that junction being gridlocked. I hope before too long you begin to deploy the noise level style cameras since there are so many vehicles with illegal exhaust pipes and stereo volumes to deafen!</p>	<p>You will only continue to spread these money making schemes, you will get as greedy as Khan in London! Look at the no science 20mph you wasted monies on through Stanford, east tilbury, only to have to rip them up again!</p>
<p>It would be a good idea to leave the yellow box junction clear so local traffic can flow</p>	<p>Unfair prosecution on an already difficult junction. Traffic lights force rapid slow traffic as does building traffic on Bridge.</p>
<p>For too long drivers especially lorry drivers have blocked these yellow boxes to the detriment of other road users, seemingly thinking the rules don't apply to them. Can't wait for some sort of enforcement to begin.</p>	<p>Thurrock council has a poor track record of administering any schemes they implement. It needs to be easy for those affected to challenge decisions. This should not go ahead.</p>
<p>Long overdue, please use ANPR for the most robust approach to ensure this junction is kept clear. A yellow box plan should be implemented at J30 as well as the roundabout at B186 / A1306 Thurrock services & lakeside retail.</p>	<p>It is the principal of the Council wasting public time and money on this proposal rather than the location. No doubt this location has been chosen with great care to ensure Thurrock Council gets the Gov't's blessing to fleece motorists.</p>
<p>I think this is a really good idea for this location. But also potentially could be of benefit to many junctions which currently get blocked needlessly, causing congestion, pollution, delays and confusion.</p>	<p>I think this is just another money venture for the council. There has been no reason adduced by the Council why there is need for this proposal. I vehemently and strongly oppose this proposal</p>

We should look at rolling out to other sites in the Borough and also consider additional box junction markings at new locations e.g. Treacle Mine RAB.

Think its wise to revisit this when the temporary phase is completed and clear what works and doesn't

- 1.2. What data or intelligence sources have you used to inform your assessment of the impact? How have these helped you understand who will be affected by the development or review?

Sources of data or intelligence, and how they have been used

The implementation of enforcement against offences stems from the need to ensure traffic management is maintained. Several Essex Police responses have raised concern with this Junction, especially when issues are found on the bridge. Recently a 10 mile 'gridlock' was identified by EP who then required to send police officers to the scene to conduct physical traffic management. It was the result of keeping the yellow boxes clear that resulted in the reduction of congestion and ultimately the free flowing of the highway network. This is not targeting those that have not committed an offence. The police are already able to enforce these offences in this location.

2. Community and workforce impact

- 2.1. What impacts will this development or review have on communities, workforce and the health and wellbeing of local residents?

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
Local communities in general	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Appropriate traffic management will help control how the network flows. Inconsiderate driving, or a lack of control/awareness by drivers creates dangers for all road users. Communities struggle to meet personal commitments when the traffic network grinds to a halt.	By ensuring all drivers are aware of the possibility of committing offences by good legal signage. This will encourage good driving practices, thus increasing safety on the roads as well as free flowing highway networks.

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This enforcement does not target age, although only drivers are able to be enforced against and therefore all must be over 17 years age (legal driving age).	N/A
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This will not affect those with disabilities in any greater way than those without. This enforcement is a result of driving offences only.	N/A
Gender reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	N/A
Marriage and civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	N/A
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	N/A
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	N/A
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	N/A
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	N/A
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	N/A
Location-specific impact, if any	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This will affect one specific location, but this will be positive and will allow for greater traffic management as well as ensuring better driving standards and safety.	The Council will promote its enforcement and continue to remind all drivers that abiding by the law will ensure they are not enforced against but also that they will help keep the borough 'moving'.

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
Workforce	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This will not impact the workforce per se, in fact this enforcement action will assist in all road users being able to reach their destinations quickly and safely.	Enforcement by CEO's allows for those drivers that ignore the laws of the road to be held accountable for their poor driving standards. This will encourage drivers to continually question their driving and not to be on 'auto pilot' when driving.
Health and wellbeing of residents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It was not long ago that this area suffered from severe traffic management issues, this resulted in hours and hours of delays to residents, all of whom had personal destinations, such as hospital/doctor appointments, school drop offs and workplaces to get to. By increasing our ability to enforce in this area as well as a efforts to publicise good driving behaviour the wellbeing of residents will also improve. Having stationary traffic constantly outside homes is also extremely unhealthy for the residents.	Promotion of the offences and drivers responsibilities will help maximise these efforts.

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
Socio-economic outcomes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is an economic impact of breaching the legislation, but this will not affect any resident that does not breach the legislation. Therefore there can not be a reasonable reason for a negative impact as it is an individuals choice to break the law,.	N/A
Veterans and serving members of the armed forces	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A	N/A

3. Monitoring and review

3.1. How will you review community and equality impact once the policy, strategy, function or service has been implemented? These actions should be developed using the information gathered in sections 1 and 2 and included in your service area's business plans.

Action	By when	By who
The review of this enforcement will be incorporated into the yearly parking enforcement report.	Yearly Review	Parking Enforcement
Review any additional feedback from engagement and update this CEIA accordingly	January 2024	Michael Dineen
Review of best practise guidance for enforcement	Yearly Review	Parking Enforcement
To consider any alternative solutions that are available	Yearly Review	Parking Enforcement

4. Next steps

4.1. The information gathered must be used to inform reports presented to Cabinet or overview and scrutiny committees. This will give members a necessary understanding of the impact their decisions will have on different groups and the whole community.

Summarise the implications and customer impact below. This summary should be added to the committee reports template in the Diversity and Equality Implications section for review and sign-off at the consultation stage of the report preparation cycle.

Summary of implications and customer impact

There is no report that has gone to any committee, however this will be presented to any committee that is required. The impact is particularly low in this instance.

5. Sign off

5.1. This Community Equality Impact Assessment must be authorised by the relevant project sponsor, strategic lead, or assistant director. Officers authorising this assessment are responsible for:

- the accuracy of the information
- making sure actions are undertaken

Name	Role	Date
Michael Dineen	AD for Investigation, Enforcement & Community Safety	31/08/2023