

## WCC Equality Impact Assessment (EqIA)

### SECTION 1: Programme details

<p>Name of the policy, project, service, or strategy being assessed, and a brief overview of its aims and objectives</p>	<p><b>Nuisance Vehicle Public Space Protection Order (PSPO)</b></p> <p>The Public Space Protection Order (PSPO) to regulate anti-social vehicle usage, expire in December 2024. The cabinet member is being asked for permission to renew the PSPO for a further 3-years until 29 December 2027.</p> <p>The terms of the Nuisance Vehicle PSPO are outlined below:</p> <p>It will be an offence to carry out any of the activities described below in the designated area between the hours of 12 noon and 6 am:</p> <ul style="list-style-type: none"> <li>• Revving of engine(s) (as to cause a public nuisance)</li> <li>• Sudden and/or rapid acceleration (as to cause a public nuisance)</li> <li>• Repeated sudden and/or rapid acceleration (as to cause a public nuisance)</li> <li>• Racing by two or more vehicles</li> <li>• Performing stunts (as to cause a public nuisance)</li> <li>• Sounding horns (as to cause a public nuisance)</li> <li>• Playing music from a vehicle (as to cause a public nuisance)</li> <li>• Using threatening, intimidating behaviour towards another person; and</li> <li>• Causing obstruction on a public highway, whether moving or stationary, including driving in a convoy</li> </ul> <p>The penalties for breach of the PSPO is a fixed penalty of £100 or a maximum fine of £1,000 on conviction.</p> <p>The PSPO would apply to all individuals committing antisocial behaviour within the designated area, without discrimination.</p>
<p>Name of person completing this EqIA</p>	<p>Adam Taylor, Community Safety Manager</p>
<p>Name of Director</p>	<p>Mark Wiltshire, Director Public Protection &amp; Licensing</p>
<p>Team</p>	<p>Community Safety &amp; Specialist Services</p>
<p>Directorate</p>	<p>Environment &amp; Communities</p>
<p>Contact Email</p>	<p><a href="mailto:ataylor3@westminster.gov.uk">ataylor3@westminster.gov.uk</a></p>
<p>Where is this EqIA stored.</p>	<p><a href="#">EQIA Nuisance Vehicle PSPO Renewal 2024</a></p>

(This is to ensure colleagues can pick this up in your absence. )	
Is this EqlA accompanying a report that is going through a formal decision process?	Yes.
If so which meeting, is it going to for decision?	Cabinet Member

## SECTION 2: EqIA Screening – Do you need to complete a full EqIA?

Please complete the checklist below, including impact to help determine if a full EqIA is necessary.

Please see table in Section 3 for a breakdown of the protected characteristics

Question	Answer (Yes, No, Unclear)	Impact (Positive, Negative or Neutral)
<b>Does your programme have the potential to disproportionately affect men, women or those who identify as non-binary?</b>	No	
<b>Does your programme have the potential to disproportionately affect people of a particular race or ethnicity?</b> This includes refugees, asylum seekers, migrants, Romani people, and travellers.	Yes	Negative
<b>Does your programme have the potential to disproportionately affect people with a disability?</b> Consider physical and learning disabilities and mental health conditions.	No	
<b>Does your programme have the potential to disproportionately affect people of certain sexual orientations?</b>	No	
<b>Does your programme have the potential to disproportionately affect people of different age groups?</b> Consider children and elderly populations.	Yes	Neutral
<b>Does your programme have the potential to disproportionately affect those undergoing or intending to undergo the process of gender reassignment?</b>	No	
<b>Does your programme have the potential to disproportionately affect those due to pregnancy or maternity?</b> The Equality Act protects women or birthing people from discrimination from when you become pregnant until your right to maternity leave ends and you return to work. If you do not have the right to maternity leave this is 2 weeks after the child is born.	No	
<b>Does your programme have the potential to disproportionately affect people of different faiths and beliefs?</b>	Yes	Negative
<b>Does your programme have the potential to disproportionately affect people on low incomes or living in poverty?</b>	No	

**If you have assessed the impact to any of the above questions to be Negative or Unclear, then you will need to complete Sections 3, 4.**

**If you have assessed the impact as Positive, explain the rational for this below and then go to Section 5.**

Please use this space to outline service user data showing who is impacted by this decision, any consultation that has been conducted with these groups and how they will be positively impacted.

Many of the groups with protected characteristics will be positively impacted by the proposals as they are disproportionately impacted by the crime and anti-social behaviour that the proposals are intended to address.

### SECTION 3: Assessing the Impact

Please use this section to assess the impact of the programme on those with protected characteristics. Please answer the following questions in your assessment for each characteristic.

Protected characteristic	Analysis	Impact (Positive, Negative or Neutral)
<b>Age</b>	<p>While safety is a concern for all age groups and therefore PSPO should have a positive impact across all ages, older people who responded to the survey were more supportive. There was a high level of response to the consultation surveys from 65+ age group. Therefore, the PSPO could potentially be more positive for older people, providing greater reassurance and protection.</p> <p>The process of carrying out the order (PSPO) is solely focused on the vehicle and its misuse during the period of enforcement therefore we do not expect age to influence the actions of the enforcement officer or the execution of the order. The treatment and process of applying the order remains the same for all drivers and their vehicles irrespective of age.</p> <p>However it is acknowledged that drivers of high-performance vehicles in the boundary area of the order may be more likely to be aged under forty (40), an approximate estimation, and therefore it can be anticipated that younger drivers may be disproportionately affected by the order.</p>	Neutral
<b>Disability</b>	<p>The process of carrying out the order (PSPO) is solely focused on the vehicle and its misuse during the period of enforcement therefore we do not expect disability to influence the actions of the enforcement officer or the execution of the order. The treatment and process of applying the order remains the same for all drivers and their vehicles irrespective of disability.</p> <p>There is no evidence to suggest disability of the driver/passengers would be affected by the order.</p>	Neutral
<b>Gender reassignment</b>	<p>The process of carrying out the order (PSPO) is solely focused on the vehicle and its misuse during the period of enforcement therefore we do not expect gender reassignment to influence the actions of the enforcement officer or the execution of the order. The treatment and process of applying the order remains the same for all drivers and their vehicles irrespective of gender reassignment.</p> <p>There is no evidence to suggest gender reassignment would be affected by the order.</p>	Neutral

<p><b>Marriage and Civil Partnership</b></p>	<p>The process of carrying out the order (PSPO) is solely focused on the vehicle and its misuse during the period of enforcement therefore we do not expect marriage or civil partnership to influence the actions of the enforcement officer or the execution of the order. The treatment and process of applying the order remains the same for all drivers and their vehicles irrespective of their relationship status.</p> <p>There is no evidence to suggest marriage or civil partnership would be affected by the order.</p>	<p>Neutral</p>
<p><b>Pregnancy and maternity</b></p>	<p>The process of carrying out the order (PSPO) is solely focused on the vehicle and its misuse during the period of enforcement therefore we do not expect pregnancy or maternity to influence the actions of the enforcement officer or the execution of the order. The treatment and process of applying the order remains the same for all drivers and their vehicles irrespective of pregnancy or maternity.</p> <p>There is no evidence to suggest pregnancy and maternity would be affected by the order.</p>	<p>Neutral</p>
<p><b>Race</b></p>	<p>The process of carrying out the order (PSPO) is solely focused on the vehicle and its misuse during the period of enforcement therefore we do not expect race to influence the actions of the enforcement officer or the execution of the order. The treatment and process of applying the order remains the same for all drivers and their vehicles irrespective of race.</p> <p>However it is acknowledged that drivers of high-performance vehicles in the boundary area of the order may be visitors from the Middle East, Gulf and Arab states etc. and therefore it can be anticipated that race may be disproportionately affected by the order.</p>	<p>Negative</p>
<p><b>Religion/belief</b></p>	<p>The process of carrying out the order (PSPO) is solely focused on the vehicle and its misuse during the period of enforcement therefore we do not expect religion/belief to influence the actions of the enforcement officer or the execution of the order. The treatment and process of applying the order remains the same for all drivers and their vehicles irrespective of religion/belief.</p> <p>However it is acknowledged that drivers of high-performance vehicles in the boundary area of the order may be Muslims from the Middle East, Gulf and Arab states etc. and therefore it can be anticipated that religion/belief may be disproportionately affected by the order.</p>	<p>Negative</p>
<p><b>Sex</b></p>	<p>The process of carrying out the order (PSPO) is solely focused on the vehicle and its misuse during the period of enforcement therefore we do not expect the gender of the driver to influence the actions of the enforcement officer or the execution of the order. The treatment and process of applying the order remains the same for all drivers and their vehicles irrespective of their gender.</p>	<p>Negative</p>

	However it is acknowledged that drivers of high-performance vehicles in the boundary area of the order are generally male and therefore it can be anticipated that males may be disproportionately affected by the order.	
<b>Sexual Orientation</b>	<p>The process of carrying out the order (PSPO) is solely focused on the vehicle and its misuse during the period of enforcement therefore we do not expect sexual orientation to influence the actions of the enforcement officer or the execution of the order. The treatment and process of applying the order remains the same for all drivers and their vehicles irrespective of their sexual orientation.</p> <p>There is no evidence to suggest sexual orientation would be affected by the order.</p>	Neutral
<b>In addition to the nine protected characteristics, where relevant we ask that you also think about the socio-economic and geographical considerations of our residents. Some data has been included below for your reference.</b>		
<b>Socio-economic and Geographical</b>		Neutral
<b>Other Groups</b>		Neutral

## SECTION 4: Action Plan

Have you identified the need to reduce or remove any negative impacts, conduct work with those from protected groups to participate where their participation is disproportionately low, or fill any data gaps? If so, complete the Action Plan below to show the work that is planned.

Issue identified	Planned Action	Lead Officer and Timeframe
N/A		

## SECTION 5: Sign-off

Director/ Head of Service Name	Mark Wiltshire, Director Public Protection & Licensing
Contact Email	<a href="mailto:mwiltshire@westminster.gov.uk">mwiltshire@westminster.gov.uk</a>
Date of sign off	
<b>Review</b> It is important to consider equalities issues at every stage of the process. Remember an EqIA is a live document which means it must be regularly reviewed and updated considering new evidence or information, for example, have you now completed your consultation or has there been news on funding. Please ask your Director or Head of Service to sign-off at every review stage. You can have as many reviews as are appropriate for your work.	
Date of 1 <sup>st</sup> Review	
Name of Reviewer	
Director signature	
Date of 2 <sup>nd</sup> Review	
Name of Reviewer	
Director signature	
Date of 3 <sup>rd</sup> Review	
Name of Reviewer	
Director signature	