

HAMBLETON DISTRICT COUNCIL

Equality Impact Assessment (EIA) Record of Equality Considerations

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Scope	Leisure and Communities
Date	Report to Cabinet – 15 January 2019
Version	1

Name of service/policy/strategy/guidance/project/proposal under consideration

Introduction of a Public Space Protection Order at Leeming Bar and Thirsk Industrial Estates

Is this a proposed or existing service/policy/strategy/guidance/project proposal

Hambleton District Council is considering introducing a Public Space Protection Order (PSPO) to address anti-social behaviour caused by lorry drivers parking their lorries overnight and camping in the cabs in the Leeming Bar and Thirsk Industrial Estate Areas.

What are the aims, objectives & projected outcomes?

Introducing a Public Space Protection Order for these two areas will reduce incidents of anti-social behaviour and improve the quality of life of those that live and/or work in these areas.

Involving and Consulting Stakeholders, Collection of data

Additional discussions and meetings have been undertaken with North Yorkshire County Council Highways Authority and North Yorkshire Police Hambleton Neighbourhood Policing Inspector.

Relevant quantitative and qualitative data relating to data collection and consultation

Data reviewed has come from North Yorkshire Police and Hambleton District Council (noise and nuisance) where residents and businesses have complained about litter, human waste, noise nuisance, light pollution, damage to property, damage to road surfaces, road safety concerns and aggressive behaviour from drivers when challenged.

Below is a summary of a public consultation held in June/July 2018 about a proposed PSPO.

<i>Do you agree with the proposed PSPO for the areas identified on the maps?</i>	Total	Leeming Bar		Thirsk	
		YES	NO	YES	NO
Response Summary:		158 (53%)	138 (47%)	83 (38%)	136 (62%)
<i>Response summary without lorry drivers</i>	344	158 (75%)	52 (25%)	83 (61%)	51 (39%)
Parish or District Councillor	4	4 (100%)	0	2 (100%)	0
Community Group or Residents Assn	3	3 (100%)	0	1 (100%)	0
Thirsk Overall	126	18 (20%)	71 (80%)	41 (34%)	79 (66%)
<i>Thirsk Residents</i>	53	10 (32%)	21 (68%)	24 (48%)	26 (52%)
<i>Thirsk Lorry Drivers</i>	51	0	46 (100%)	0	48 (100%)
<i>Thirsk Businesses</i>	22	8 (67%)	4 (33%)	17 (77%)	5 (23%)
Leeming Bar Overall	186	121 (67%)	61 (33%)	32 (39%)	50 (61%)
<i>Leeming Bar Residents</i>	104	87 (85%)	15 (15%)	26 (70%)	11 (30%)
<i>Leeming Bar Lorry Drivers</i>	42	0	40 (100%)	0	37 (100%)
<i>Leeming Bar Businesses</i>	40	34 (85%)	6 (15%)	6 (75%)	2 (25%)

Who are the main stakeholders in relation to this service/policy/strategy/guidance/project proposal

The community (residents and businesses); North Yorkshire County Council; North Yorkshire Police; Parish/Town Councils; Lorry drivers

Internal consultation and Involvement - what has taken place

Discussions and meetings have been undertaken with North Yorkshire County Council Highways Authority and North Yorkshire Police Hambleton Neighbourhood Policing Inspector.

External consultation and involvement:

Public consultation has been undertaken in the surrounding areas of the industrial estates. An online survey has been publicised to a wider audience, with social media posts being undertaken and four face to face events held in the locale of the estate areas. The consultation was held between 27 June and 25 July 2018. Face to face sessions were carried out on the following dates:

- Thursday 28 June, 7pm-8:30pm Thirsk Town Hall
- Friday 6 July, 1pm-3pm Leeming Bar Community Hub
- Saturday 14 July, 11am-12:30pm Leeming Bar Community Hub
- Thursday 19 July, 5:30pm-7:30pm Thirsk Town Hall

Local residents and businesses received leaflets and posters directly – including the Coneygarth Lorry Park area. Copies of the survey, maps, posters and leaflets were also displayed in the community and local police stations. Information was presented to Leeming and Aiskew Parish Councils.

What are the impacts for the employees/community?

Protected Characteristic	Potential Impact identified
Race	The PSPO is solely focussed on the behaviour of lorry drivers when parked in the industrial estates and surrounding areas therefore it is not expected that race will influence the actions of enforcement or the execution of the order. The treatment and process of applying the order remains the same for all drivers irrespective of race. There is no evidence to suggest the race of the driver would be affected by the order.
Religion or belief	The PSPO is solely focussed on the behaviour of lorry drivers when parked in the industrial estates and surrounding areas therefore it is not expected that religion/belief will influence the actions of enforcement or the execution of the order. The treatment and process of applying the order remains the same for all drivers irrespective of religion/belief. There is no evidence to suggest the religion or belief of the driver would be affected by the order.
Disability	The PSPO is solely focussed on the behaviour of lorry drivers when parked in the industrial estates and surrounding areas therefore it is not expected that disability will influence the actions of enforcement or the execution of the order. The treatment and process of applying the order remains the same for all drivers irrespective of their disability. There is no evidence to suggest disability of the driver would be affected by the order.
Gender	The PSPO is solely focussed on the behaviour of lorry drivers when parked in the industrial estates and surrounding areas therefore it is not expected that gender will influence the actions of enforcement or the execution of the order. The treatment and process of applying the order remains the same for all drivers irrespective of gender. However it is acknowledged that a high proportion of lorry drivers are male and therefore it can be anticipated that males may be disproportionately affected by the order.
Gender Reassignment	The PSPO is solely focussed on the behaviour of lorry drivers when parked in the industrial estates and surrounding areas therefore it is not expected that gender reassignment will influence the actions of enforcement or the execution of the order. The treatment and process of applying the order remains the same for all drivers

	irrespective of their gender reassignment. There is no evidence to suggest gender reassignment of the driver would be affected by the order.
Sexual Orientation	The PSPO is solely focussed on the behaviour of lorry drivers when parked in the industrial estates and surrounding areas therefore it is not expected that sexual orientation will influence the actions of enforcement or the execution of the order. The treatment and process of applying the order remains the same for all drivers irrespective of sexual orientation. There is no evidence to suggest the sexual orientation of the driver would be affected by the order.
Marriage and Civil Partnership	The PSPO is solely focussed on the behaviour of lorry drivers when parked in the industrial estates and surrounding areas therefore it is not expected that marriage or civil partnership will influence the actions of enforcement or the execution of the order. The treatment and process of applying the order remains the same for all drivers irrespective of their relationship status. There is no evidence to suggest marriage or civil partnership of the driver would be affected by the order.
Pregnancy and Maternity	The PSPO is solely focussed on the behaviour of lorry drivers when parked in the industrial estates and surrounding areas therefore it is not expected that pregnancy or maternity will influence the actions of enforcement or the execution of the order. The treatment and process of applying the order remains the same for all drivers irrespective of pregnancy or maternity. There is no evidence to suggest pregnancy or maternity of the driver would be affected by the order.
Age	The PSPO is solely focussed on the behaviour of lorry drivers when parked in the industrial estates and surrounding areas therefore it is not expected that age will influence the actions of enforcement or the execution of the order. The treatment and process of applying the order remains the same for all drivers irrespective of their age. There is no evidence to suggest age of the driver would be affected by the order.
Other socially excluded communities or groups	There is no evidence to suggest that other socially excluded communities or groups would be affected by the order.

Assessing the Impact

Assessment:

The data reviewed and outcome of the survey results evidences that the anti-social behaviour undertaken by some lorry drivers in the locale of the two industrial estates is having a detrimental effect on the quality of life of those in the locality. The proposed PSPO concentrates only on these areas; the conditions on the proposed PSPO would positively impact on quality of life for those in the area.

Concerns have been raised by lorry drivers that if they were to park in other areas such as road laybys, they may become a victim of crime through theft of goods however reports of these type of crimes being recorded on North Yorkshire Police systems since 2006 are minimal.

The Council is aware of the concerns that an Order may displace the lorry drivers to other areas. A full evaluation would be undertaken at the six month point of a three year order to determine what impact – positive or negative – any order may have had on the local area.

Due to the significant concerns of displacement and concerns of lorry drivers that parking in other areas may increase their risk of becoming a crime victim (theft), all data including capacity of existing lorry park areas, crime reports, residents and businesses survey will be monitored.

Subject to the full evaluation being completed, the PSPO could be discharged if it was evidenced that the order was increasing the concerns in the local area rather than improving the quality of life.

Action Required

To monitor impacts for all stakeholders during the proposed six month review period to ensure that the order is not having an adverse effect on any specific socially excluded group.