

Appendix B

Integrated Impact Assessment

Section 1: Aims and demographics

<p>a. Is this a new policy or a review of an existing policy or service?</p>
<p>This is a review of an existing Policy</p>
<p>b. What are the aims and purpose of this proposal?</p>
<p>The aim of this proposal to review and introduce a new policy, and new application procedures and process for the provision of householder applications for vehicular crossovers. This review has been proposed as the current policy and process is regularly challenged by applicants who apply under the existing policy and are refused permission for a vehicular crossover and then lodge a formal complaint, which sometimes escalates to the Local Government Ombudsman. The procedures and process aims to bring in minimum standards and clear and concise criteria for consistently assessing applications with, thereby reducing potential complaints.</p>
<p>c. Which of the geographic areas does this proposal affect? (insert any specific wards or state all borough)</p>
<p>The proposal affects the whole borough.</p>

Section 2: Equality and diversity

<p>a. Which stakeholder group or groups does this proposal affect? (e.g. Staff at LBS, residents, third and voluntary sector)</p>
<p>It will affect residents as well as owners of residential property in the borough as they will need to give permission to their tenants or leaseholders who may apply for permission to construct a vehicular crossover to their property.</p>
<p>b. Whose needs is the proposal designed to meet? (e.g. include any specific impact on protected group members e.g. older people, disabled people, BME)</p>
<p>The proposals are designed to meet the needs of all residents who may wish to apply for a vehicular crossover to serve the property that they reside in. Disabled applicants will receive an additional benefit of a £100 discount on the construction costs of a vehicular crossover, if their application is approved and proceeds to full construction.</p>

<p>c. What evidence has been collected to inform this proposal?</p>
<p>A number of formal complaints have been reviewed by unsatisfied applicants who have been refused permission for a proposed vehicle crossover.</p>
<p>d. What equality-related information, for example through consultation with stakeholders, has been gathered on this proposal? (Indicate the type of information gathered and ensure you address ethnicity, disability, gender, age, religion and sexual orientation. You can also include people with caring responsibilities. Attach a summary or refer to where the evidence is held.)</p>
<p>No formal or informal consultation with potential applicants (i.e. resident householders) has been carried out regarding the review of the vehicle crossover policy. Consultation has taken place with the Portfolio Holder (Cllr Jill Whitehead), and members of the DMT and their observations and comments have been taken into account in developing the proposed policy. Various technical officers within the Highways & Transport Service that are involved in delivering the existing policy operationally, have also been consulted and have input into the development of the proposed policy.</p>
<p>e. In what ways might the proposal impact positively or negatively on some groups of people? (Please ensure you address ethnicity, disability, gender, age, religion and sexual orientation. You can also include people with caring responsibilities.)</p>
<p>It is envisaged that the proposals will have a positive impact on all potential applicants as the policy, new eligibility criteria, minimum standards, procedures and process are clearer to understand and will be applied consistently for all applications. Disabled applicants will have an additional benefit in that they will receive a £100 discount on the construction costs of a vehicular crossover, if their application is approved and proceeds to full construction. No specific negative impacts have been identified.</p>
<p>f. What will be done to promote equality of opportunity as part of this proposal?</p>
<p>All applications will be treated equally and the new policy will be applied consistently.</p>

Appendix B

Section 3: Health and well being

Please note: Data from the Joint Strategic Needs Assessment can be used to fill in this section of the form, which can be accessed here: <http://www.suttonjsna.org.uk/>

a. In what way could this proposal positively or negatively impact on the physical and/or mental wellbeing of residents? If there is a negative impact what action will be taken to mitigate this? What evidence has been or will be collected?

It is envisaged that the proposals will have a positive impact on applicants who have a reliance on a vehicle and need to park their vehicle as close to their front door as possible, e.g. small business people who may have to carry heavy loads, parents/carer's with children, those who have to regularly carry heavy loads such as shopping etc. No specific negative impacts have been identified.

b. In what way could this proposal have a positive or negative impact on an individual's opportunity to improve their own health and wellbeing? If there is a negative impact what action will be taken to mitigate this? What evidence has or will be collected?

No specific impacts identified

c. In what way could this proposal positively or negatively impact disproportionately on the health and wellbeing of one or more different communities? (e.g. improve the lives and health of a vulnerable group such as people with learning disabilities). If there is a negative impact what action will be taken to mitigate this?

Disabled applicants will have an additional benefit in that they will receive a £100 discount on the construction costs of a vehicular crossover, if their application is approved and proceeds to full construction. No specific negative impacts have been identified.

Section 4: Local Economy

Is this section relevant to your proposal?			No
<p>a. Will this proposal affect the local job market, local business or local inward investment to the borough?</p>			
<p>b. Does this proposal impact upon employment opportunities for residents in Sutton?</p>			
<p>c. Does this proposal provide opportunities for the third sector organisations and or local businesses in Sutton?</p>			

Section 5: Sustainability

Is this section relevant to your proposal? Yes		No	
<p>a. Is this proposal sustainable medium or long term for improving services in Sutton?</p>			
<p>It is expected that the service provided to deal with applications for vehicular crossovers will improve and be sustained for the foreseeable future.</p>			
<p>b. Is this proposal a cost – effective use of resources?</p>			
<p>It is considered that the proposal will improve the efficiency and effective use of resources as the business process associate with the new policy will be streamlined.</p>			
<p>c. If applicable; does this proposal have any impact on the environment and One Planet Living Principles in Sutton? (e.g. does it impact upon reducing waste, encourage the use of carbon neutral modes of transport conserve the environment or encourage the efficient use of water? Please see guidance for further details if this is relevant to your policy or review).</p>			
<p>The proposals support the One Planet Living Principles as they protect street trees and larger areas of grass verge on the public highway and also promote the use of Sustainable Drainage Systems for creating private off-street parking spaces.</p>			

Appendix B

Section 6: Actions and Publications

<p>1. Please rate the overall impact identified through this assessment with the level of action that needs to be taken (delete as appropriate):</p>
<p>a. What actions are going to be taken as a result of this IIA to address negative impacts or previously met unidentified needs?</p>
<p>As previously stated, no negative impacts are envisaged in implementing this new policy.</p>
<p>b. What data monitoring or evaluation activity has been put into place to monitor the impact of this proposal?</p>
<p>The number of complaints relating to vehicular crossover applications will be monitored once the new policy is adopted and comes into effect on the 1st October 2017 – It is expected that there will be a reduction in the number and severity of complaints relating to the implementation of this policy.</p>
<p>c. Sign- off</p>
<p>Mervyn Bartlett</p>

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