

## APPENDIX D

### Active Travel Strategy Equality Impact Assessment Template – Stage One

<b>Name of item being assessed:</b>	West Berkshire Local Transport Plan 2011/2026 Active Travel Strategy
<b>Version and release date of item (if applicable):</b>	July 2011
<b>Owner of item being assessed:</b>	Jenny Graham
<b>Name of assessor:</b>	Rachael Obin
<b>Date of assessment:</b>	May 2011

<p><b>1 What are the main aims of the item?</b></p> <p>The Active Travel Strategy forms part of the delivery mechanism for the Local Transport Plan (LTP). It looks specifically at delivering LTP Policy K1: Travel Choice The strategy focuses on encouraging walking and cycling for local everyday journeys, and as a way to increase levels of physical activity, making these modes of travel easy and the mode of choice for many people. Horse riding is also covered in the strategy, but as more of a leisure pursuit.</p> <p>The strategy looks to make access to walking / cycling facilities and routes as easy as possible to encourage people to use them more often. Either for commuting purposes or for leisure activities.</p> <p>The strategy also helps to deliver the Rights of Way Improvement Plan.</p>
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<p><b>2 Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this.</b></p> <p><b>(Please demonstrate consideration of all strands – Age, Disability, Gender, Race, Religion or Belief and Sexual Orientation.)</b></p>		
Group Affected	What might be the effect?	Information to support this.
Age	The Strategy looks to improve walking and cycling facilities for all those potential users, making it easier and safer to get around. Walking and cycling need no or very little specialist equipment and so can easily be accessed by the majority of the population. Much of the promotion of walking / cycling is done with School.	

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Disability	As part of the strategy and working with the rights of way improvement plan the strategy looks to improve access for those with disability to facilities and services by making routes safer and easier to use.	
Race/Ethnicity	The strategy is not expected to impact on Race or Ethnicity	
Gender	Women are notoriously less likely to cycle. The strategy will look at the barriers women face to cycle, and though not at the expense of promoting cycling to men. Other improvements to facilities will continue to encourage people of both genders to cycle	WBC annual cycle count.
Sexual Orientation	There is no evidence available to suggest that there are specific transport access needs with regards to sexual orientation.	
<b>Further Comments relating to the item:</b>		
<p>The Active Straggly Strategy looks to improve access to facilities by improving walking / cycling facilities and links and by providing training and promotion where appropriate. This will lead to improvements that whole of the community will benefit from.</p> <p>The LTP has undergone a Stage 2 EqIA. As this strategy forms part of the LTP it is not considered that a stage 2 EqIA is needed for the strategy.</p>		

<b>3 Result (please tick)</b>	
	<b>High Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment.
	<b>Medium Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment
	<b>Low Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment
√	<b>No Relevance</b> This does not need to undergo a Stage 2 Equality Impact Assessment

For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

<b>4 Identify next steps as appropriate:</b>
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<b>Stage Two required</b>	
<b>Owner of Stage Two assessment:</b>	
<b>Timescale for Stage Two assessment:</b>	
<b>Stage Two not required:</b>	√

**Signed:** *Rachael Obin*

**Date:** May 2010

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### Smarter Choices Strategy Equality Impact Assessment Template – Stage One

<b>Name of item being assessed:</b>	West Berkshire Local Transport Plan 2011/2026 Smarter Choices Strategy
<b>Version and release date of item (if applicable):</b>	August 2011
<b>Owner of item being assessed:</b>	Jenny Graham
<b>Name of assessor:</b>	Rachael Lancaster
<b>Date of assessment:</b>	July 2011

#### **5 What are the main aims of the item?**

The Smarter Choices Strategy forms part of the delivery mechanism for the Local Transport Plan (LTP). It looks specifically at delivering LTP Policy K1: Travel Choice. The strategy focuses on encouraging people to consider alternatives to the car through travel planning, car sharing and car clubs, alternative and new technologies (inc. access to broadband) and branding and marketing. The strategy aims to reduce the need to travel by providing suitable and realistic alternatives for people.

#### **6 Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this.**

**(Please demonstrate consideration of all strands – Age, Disability, Gender, Race, Religion or Belief and Sexual Orientation.)**

<b>Group Affected</b>	<b>What might be the effect?</b>	<b>Information to support this.</b>
<i>Age, disability, gender, race, religion/beliefs, , sexual orientation</i>	The strategy will not have a negative impact on any of the protected characteristics. If anything the strategy is likely to improve things, as it is aiming to provide better and easier access to services. Part of the strategy aims to reduce reliance on the private car, which will mean that alternatives are more accessible, either directly or remotely.	

**Further Comments relating to the item:**

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The Smarter Choices Strategy looks to improve access to facilities and reduce reliance on private vehicles. There are a number of ways it is proposed to do this: by improving walking / cycling facilities and links and by providing training and promotion where appropriate, as well as investigating and promoting alternative and new technologies that make services more easily accessible. This will lead to improvements that whole of the community will benefit from.

The LTP has undergone a Stage 2 EqIA. As this strategy forms part of the LTP it is not considered that a stage 2 EqIA is needed for the strategy.

<b>7 Result (please tick)</b>	
	<b>High Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment.
	<b>Medium Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment
	<b>Low Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment
√	<b>No Relevance</b> This does not need to undergo a Stage 2 Equality Impact Assessment

For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

<b>8 Identify next steps as appropriate:</b>	
<b>Stage Two required</b>	
<b>Owner of Stage Two assessment:</b>	
<b>Timescale for Stage Two assessment:</b>	
<b>Stage Two not required:</b>	√

**Signed:** *Rachael Lancaster*

**Date:** July 2011

## Road Safety Strategy Equality Impact Assessment

<b>Name of item being assessed:</b>	West Berkshire Local Transport Plan 2011/2026 Road Safety Strategy
<b>Version and release date of item (if applicable):</b>	November 2013
<b>Owner of item being assessed:</b>	Jenny Graham
<b>Name of assessor:</b>	Chris Sperring
<b>Date of assessment:</b>	14 <sup>th</sup> November 2013

### 1. What are the main aims of the item? (What does the item try to achieve?)

Making West Berkshire's roads safer is an important part of the Council's role as the Local Highway Authority. The Road Safety Strategy forms part of the delivery mechanism for the Local Transport Plan (LTP). It looks at specifically delivering LTP Policy K8: Road Safety. The strategy focuses upon building and updating previous strategies developed alongside preceding LTP's, by seeking continued improvements in road safety in the District and in keeping casualty numbers low.

### 2. What are the results of your research?

Note which groups may be affected by the item. Consider how they may be affected and what sources of information have been used to determine this. (Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)

<b>Group Affected</b>	<b>What might be the effect?</b>	<b>Information to support this</b>
Age	The analysis of Police accident data highlights particular groups where road safety measures and initiatives need to be prioritised. These can include groups relating to age, including older people and young people.	Road safety education initiatives aimed at young people from early in school through to young drivers, plus engineering measures outside schools. Older people can benefit from driver refresher courses and traffic safety schemes to enable them to cross roads more safely.

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<p>Disability, Gender Reassignment, Marriage &amp; Civil Partnership, Pregnancy &amp; Maternity, Race, Religion or Belief, Sex and Sexual Orientation</p>	<p>The strategy will not have a negative impact on any of the protected characteristics. If anything the strategy is likely to improve things, as it is aiming to continue to improve road safety in the District, following on from what has been achieved in previous strategies. Improved safety on the highway network will provide people with greater confidence to enable them to access the services and facilities they need to enjoy a good quality of life.</p>	
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**Further comments relating to the item:**

The Road Safety Strategy aims to deliver a safer road network for the District, which will help provide its residents and visitors with the opportunities to access the services and facilities that they need. The strategy aims to build upon the improvements in road safety over recent years by seeking continued improvements and in keeping casualty numbers low. It is imperative that the successes of the past are sustained over forthcoming years.

The strategy, through the assessment of Police road accident data, identifies the priority groups and locations to inform where measures and resources need to be targeted. The strategy then outlines the various road safety measures and initiatives that the Council, or its partners, will seek to employ over the lifetime of the LTP. These measures are combination of engineering, education, and enforcement, which form the basis of the Road Safety work programme outlined in the LTP Implementation Plan. Finally, there is a monitoring and evaluation element that seeks to determine the effectiveness of schemes, as well as, continuing to monitor road accident figures to determine the Council's road safety performance.

The LTP has undergone a Stage 2 EqlA. As this strategy forms part of the LTP it is not considered that a stage 2 EqlA is needed for the strategy.

<b>3. What actions will be taken to address any negative effects?</b>			
<b>Action</b>	<b>Owner</b>	<b>By When</b>	<b>Outcome</b>

<p><b>4. What was the final outcome and why was this agreed?</b> (Was the item adjusted, rewritten or unchanged? Refer to page 15 of <i>Meeting the Equality Duty in Policy and Decision Making</i> for more information.)</p>
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**5. What arrangements have you put in place to monitor the impact of this decision?**

The strategy contains a monitoring and evaluation element that enables the impact and effectiveness of schemes and measures to be measured and identify any further improvements if required. In addition, continued monitoring of Police accident data will continue in order to monitor the effectiveness of the strategy and to identify further trends for future priorities.

**6. What date is the Equality Impact Assessment due for Review?**

2019

**Name:** Chris Sperring

**Date:** 14<sup>th</sup> November 2013