

Appendix A

Equality Impact Assessment - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a Stage Two, Equality Impact Assessment is required.

Name of policy, strategy or function:	Speed Limit Review October 2016
Version and release date of item (if applicable):	N/A
Owner of item being assessed:	Glyn Davis
Name of assessor:	Mark Cole
Date of assessment:	14/11/16

Is this a:		Is this:	
Policy	No	New or proposed	Yes
Strategy	No	Already exists and is being reviewed	Yes
Function	Yes	Is changing	Yes
Service	Yes		

1. What are the main aims, objectives and intended outcomes of the policy, strategy function or service and who is likely to benefit from it?	
Aims:	To review speed limits on our highways within the current Department for Transport guidelines.
Objectives:	To set appropriate and consistent speed limits within our district taking into consideration government guidance, accident history and community benefits.
Outcomes:	Setting the correct speed limit will help in addressing poor injury accident records, guide drivers as to the appropriate speed for a route and address community concern.
Benefits:	A safer improved highway network.

<p>2. Note which groups may be affected by the policy, strategy, function or service. Consider how they may be affected, whether it is positively or negatively and what sources of information have been used to determine this.</p> <p>(Please demonstrate consideration of all strands – Age, Disability, Gender)</p>

Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)		
Group Affected	What might be the effect?	Information to support this
All Highway Users encompassing all of the strands.	Setting an appropriate speed limit will guide drivers to drive at an appropriate speed. Setting limit unrealistically low will result in none compliance. Setting lower speed limits within towns and villages may help in addressing community concern and poor accident records.	The Department for Transport Circular 1/2013 (setting local speed limits) Traffic Signs Regulations and General Directions Manual
Further Comments relating to the item:		
No further comments		

3. Result	
Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?	No
Please provide an explanation for your answer: All highway users needs have been considered in undertaking this review.	
Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?	No
Please provide an explanation for your answer: Reducing the speed of traffic where necessary has a positive impact on all people.	

If your answers to question 2 have identified potential adverse impacts and you have answered 'yes' to either of the sections at question 3, or you are unsure about the impact, then you should carry out a Stage 2 Equality Impact Assessment.

If a Stage Two Equality Impact Assessment is required, before proceeding you should discuss the scope of the Assessment with service managers in your area. You will also need to refer to the Equality Impact Assessment guidance and Stage Two template.

4. Identify next steps as appropriate:	
Stage Two required	No
Owner of Stage Two assessment:	N/A
Timescale for Stage Two assessment:	N/A
Stage Two not required:	Not required

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Name: Glyn Davis

Date: 14/11/2016

Please now forward this completed form to Rachel Craggs, the Principal Policy Officer (Equality and Diversity) for publication on the WBC website.