

## 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.

<b>Name of policy, strategy or function:</b>	Traffic Management & Road Safety Proposed Programme for 2017/18
<b>Version and release date of item (if applicable):</b>	
<b>Owner of item being assessed:</b>	Glyn Davis
<b>Name of assessor:</b>	Mark Cole
<b>Date of assessment:</b>	05 January 2017

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		

<b>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?</b>	
<b>Aims:</b>	To maintain traffic management assets on the highway and improve safety for those using the highway.
<b>Objectives:</b>	To achieve our aims by means of maintenance, good design and education.
<b>Outcomes:</b>	The proposed works programme will guide the team in meeting its duty to maintain and improve traffic management highway assets and deliver road safety education to the residents of West Berkshire.
<b>Benefits:</b>	A safer improved highway network.

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2 Which groups may be affected by the policy, strategy, function or service?		
Group Affected	What might be the effect?	Information to support this.
Age	<p>Reduced education will be delivered to elderly drivers as it is proposed to reduce the 'Flourish' programme to reflect the loss of a road safety officer during the latest round of cost saving cuts to services.</p> <p>Some Road Safety campaigns targeting children at several key stages and young drivers have been removed or reduced from the road safety programme to reflect the reductions to staffing and budget. The loss of a full time road safety officer and reductions to funding for the Berkshire Safer Roads Partnership means that the number of road safety campaigns delivered will be reduced. The impact of this is unknown but evidence would suggest that these groups will have a reduced awareness of risks associated with road safety.</p>	<p>Elderly drivers have been identified as an 'at risk group' by national road safety bodies. West Berkshire Council provided training and advice to older drivers to help reduce the risk of them being involved in injury accidents.</p> <p>Most of the campaigns were data led and aimed at higher risk groups. Before and after surveys indicate increased awareness after education. West Berkshire continually monitors personal injury accidents occurring on its highways. In 2000 the government set targets to reduce child killed or seriously injured (KSI) casualties by 50%. A 40% reduction in all KSI casualties was also set. WBC achieved this target through engineering and education. Reducing the education element may result in an increase to casualties on WBC roads and both the elderly and young will be more affected by reduction in road safety education.</p>
Disability	Where possible traffic management schemes will improve facilities to cater for the needs of those with disabilities.	Facilities will where possible be constructed to comply with the 'Streets for Living' guidelines for disabled access.
Gender Reassignment	There is no evidence to indicate that there will be a greater impact on this group than on any other.	
Marriage and Civil Partnership	There is no evidence to indicate that there will be a greater impact on this group than on any other.	
Pregnancy and	There is no evidence to indicate that there will be a greater	

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Maternity	impact on this group than on any other.	
Race	There is no evidence to indicate that there will be a greater impact on this group than on any other.	
Religion or Belief	There is no evidence to indicate that there will be a greater impact on this group than on any other.	
Sex and Sexual Orientation	There is no evidence to indicate that there will be a greater impact on this group than on any other.	
<b>Further Comments relating to the item:</b>		
The loss of a road safety officer and the loss or reduction to the funding for the safer roads partnership will have a severe impact in the education we are able to deliver. We have made cuts to school, young drivers, motorcyclist and elderly education.		

<b>3 Result</b>	
<b>Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?</b>	<b>No</b>
<b>Please provide an explanation for your answer:</b>	
<b>Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?</b>	<b>Yes</b>
<b>Please provide an explanation for your answer:</b>	
The educational road safety activities that we undertake provides training for vulnerable road users such as school children, young and elderly drivers, young motorcyclists and cyclists. Reducing or stopping these activities could significantly impact on their lives.	

<b>4 Identify next steps as appropriate:</b>	
<b>Stage Two required</b>	Yes
<b>Owner of Stage Two assessment:</b>	Mark Cole
<b>Timescale for Stage Two assessment:</b>	After member consultation.

**Signed: Glyn Davis**

**Date: 23 January 2017**