

Equality Impact Assessment – Screening Form For employees and/or communities

Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Highways, Highway Projects and Road Safety		Name:	Matt Staton
Proposal being assessed:		Job Title:	Highway Projects and Road Safety Manager
Road Safety Schemes 2020/21		Contact details:	01223 699652 Matt.staton@cambridgeshire.gov.uk
Business Plan Proposal Number: (if relevant)		Date commenced:	07/02/2020
		Date completed:	07/02/2020
Key service delivery objectives:			
<p>Each year the road collision and casualty data for the preceding 5-year period is collated and analysed, including the latest collision cluster site list for the county. The cluster site list comprises sites where there have been at least 6 reported collisions involving personal injury or at least 3 involving a fatality or serious injury within 100m in the preceding 3 full calendar years.</p> <p>These sites are then subject to investigation by the road safety team and interventions identified to address the causes of collisions at these sites.</p> <p>Identified schemes are put forward to Highways and Infrastructure committee for approval within the £594k budget identified for road safety capital schemes.</p> <p>This includes an element of funding for design of schemes for future years and to address any issues identified in-year as a result of fatal collision investigations.</p>			
Key service outcomes:			
Reduction in road casualties			
What is the proposal?			
The proposal is to introduce schemes at the identified locations to reduce the risk of personal injury collision, in particular collisions resulting in serious injury or death.			

What information did you use to assess who would be affected by this proposal?

Road casualty and collision data, including demographic profiles of those involved

Are there any gaps in the information you used to assess who would be affected by this proposal?

Information is limited to those meeting the definition outlined in the [Department for Transport's STATS 20 guidance](#):

All road accidents involving human death or personal injury occurring on the Highway ('road' in Scotland) and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road accidents than that used in Road Traffic Acts.

Information on collisions not resulting in serious injury is unreliable in its consistency, and while anecdotal reports of incidents can prove useful once a site is identified for investigation these are not used in the identification of sites to enable a more consistent approach to be applied. It is however recognised that collisions resulting in slight injury are also significantly underreported, particularly those involving cyclists.

Who will be affected by this proposal?

The proposal will affect all road users at these specific locations, but will have a disproportionate impact on those resident in the local area or those that use the routes for regular journeys.

It is expected that the changes made will improve the situation for these road users with reduced risk of being involved in a road traffic collision at these locations.

Section 2: Identifying impacts on specific minority/disadvantaged groups

Consider each characteristic / group of people and check the box to indicate there is a foreseeable risk of them being negatively impacted by implementation of the proposal, including during the change management process.

You do not need to be certain that a negative impact will happen – at this stage it just needs to be foreseeable that it could, unless steps are taken to manage this.

Scope of this Equality Impact Assessment			
<i>Check box if group could foreseeably be at risk of negative impact from this proposal</i>			
Note *= protected characteristic under the Equality Act 2010			
*	Age	<input type="checkbox"/>	* Disability <input type="checkbox"/>
*	Gender reassignment	<input type="checkbox"/>	* Marriage and civil partnership <input type="checkbox"/>
*	Pregnancy and maternity	<input type="checkbox"/>	* Race <input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	* Sex <input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>	
	Rural isolation	<input type="checkbox"/>	Poverty <input type="checkbox"/>

Next steps:

If you have checked one or more boxes above, you should complete a full Equality Impact Assessment form.

If you have not checked any boxes, please continue to complete this screening form.

Section 3: Explanation of ‘no foreseeable risk’ EIA screening

Explain why this proposal will not have a foreseeable risk of negative impact for each group. Provide supporting evidence where appropriate. Where the same explanation applies to more than one group, state it in the ‘Reasons’ column for the first relevant group and put ‘as per [first group name] above’ to reduce duplication.

For example: *‘This proposed process combines two previous processes which both had robust EIAs prior to implementation. This process does not introduce any new content. So, no foreseeable risk of negative impact has been identified.’*

		Characteristic / group of people	Explanation of why this proposal will not have a foreseeable risk of negative impact
1	*	Age	While younger and older road users are more at risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.
2	*	Disability	While road users with disability are more at risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group
3	*	Gender reassignment	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
4	*	Marriage and civil partnership	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
5	*	Pregnancy and maternity	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
6	*	Race	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
7	*	Religion or belief (including no belief)	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
8	*	Sex	While male road users are more at risk of involvement in a road traffic collision, the proposals

			are expected to improve safety at these locations and therefore have a positive impact on this group.
9	*	Sexual orientation	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
10		Rural isolation	While rural residency has been associated with risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.
11		Poverty	While poverty has been associated with risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.

Section 4: Approval

Note: if there is no information available to assess impact, this means either information should be sought so this screening tool can be completed, or information should be gathered during a full EIA.

I confirm that I have assessed that a full Equality Impact Assessment is not required.

Name of person who completed this EIA:	Matt Staton
Signature:	
Job title:	Highway Projects & Road Safety Manager
Date:	07/02/2020

I have reviewed this Equality Impact Assessment – Screening Form, and I agree that a full Equality Impact Assessment is not required.

Name:	Richard Lumley
Signature:	
Job title: <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Assistant Director - Highways
Date:	07/02/2020