

## Worcestershire County Council Equality Impact Assessment Simplified Desktop Screening

This exercise is not an Equality Impact Assessment. It is a simplified desktop exercise designed to establish if there is a need to carry out a full assessment.

<b>Part One:</b> basic information needed to identify the policy/function and to prepare for the screening.		
1.1	Directorate and Section/Unit.	Environmental Services – Network Control
1.2	Title or brief description of the policy/function being screened.	Guidance for New Highway Developments
1.3	To which section of the Directorate or Corporate “business/service plan” does this relate?	Safe Roads
1.4	Are there any related policies/functions? If so what are they?	Numerous Highway Policies e.g. LTP Traffic Management and Highway Maintenance Policies.
1.5	Screening carried out by	Sally Everest
1.6	Date of screening	9 October 2009 Updated 15.12.09
1.7	What is the policy or function trying to achieve?	Keep roads safe.
1.8	What are the specific outcome measurers?	No increase in accidents or congestion following new development
1.9	Who is formally responsible for ensuring the delivery of this policy/function?	Sally Everest
1.10	Who is responsible for leading the delivery if different from 1.9?	Development Control Manager, and other unit managers as specific to their area of expertise and the nature of the development
1.11	Are there any priorities within this policy/function? If so what are they?	No, all developments will be monitored for compliance. Where design compliance is difficult to achieve due to constraints then a departure from standard report will be forwarded to the Senior technical officer for consideration. Where works do not comply then they will be rectified unless a redesign is approved.
1.12	Has any consultation, explicitly on the policy/function, taken place? If so who was consulted and when?	Internal consultation completed but further consultation currently underway with Police, Districts, Highways Agency, Environment Agency, Developers, Councillors, Safer Roads Partnership and Health Authorities
1.13	Is equality monitoring in place for this policy/function?	This guide supports our role as consultee in the planning process, which is lead by the District Council who manage the process and duly monitor refusals.

**Part two:** the test to see if further action is required. For the purpose of this exercise concentrate on the impact on people of differing race, sex, disability, age, religion or belief and sexual orientation.

		Yes	No	Details
2.1	Is there any way in which the policy/function is directly discriminatory or in breach of the Council's Equality and Diversity Policy?		✓	Sally Everest fully trained in Equality and Diversity, aware of requirements and policy.
2.2	Are there any barriers to people from minority groups getting the full benefit of this policy/function which have not been resolved as part of the policy/function?		✓	
2.3	Are there any other ways the policy/function could unintentionally deliver poorer quality outcomes for individuals because they were members of a minority group?		✓	The new policy takes on board Manual for Streets which does not always promote clear distinctions for pedestrians between footway and carriageway. This may cause problems for the visually impaired. However, the new proposals may provide positive benefits to this group and many other groups by reducing vehicle speeds and thereby reducing accident potential. In addition, removing kerbs which can lead to trips and falls will provide benefits for the young and old or indeed anyone unstable on their feet. It will also help those with pushchairs and mobility scooters as the whole of the highway will be more easily accessible, allowing crossing at any point. The team are aware of the potential difficulty for the visually impaired and are addressing this issue through amendments to designs complying with Manual for Streets, as required, to ensure a clear distinction for pedestrians. Where appropriate we will undertake steps to consult with disability groups. Currently, less than 1% of designs follow Manual for Streets so this issue can be pursued in detail when it arises.
2.4	Could people from minority groups reasonably believe that they would be likely to get poorer benefits from the policy/function?		✓	



If the answer to any of these questions is yes or "could be yes" then you **must** take action. If the issue is straightforward remedy it **now** so the answer changes to no. If it cannot be remedied now or there are outstanding issues you should go on to a full EIA.

