

## 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.                                       | Traffic Management  |
| 1.3   | To which section of the Directorate or Corporate “business/service plan” does this relate?              | <ul style="list-style-type: none"> <li>• Reducing traffic congestion and improving roads and road safety, for all who travel within or through the County.</li> <li>• Improving customer access to our services and facilities</li> </ul> |
| 1.4   | Are there any related policies/functions? If so what are they?  | Some policies in place and some under review.   |
| 1.5   | Screening carried out by  | Sally Everest   |
| 1.6   | Date of screening   | 25 June 2007  |
| 1.7   | What is the policy or function trying to achieve?   | <ul style="list-style-type: none"> <li>• Regulation of vehicles on the public highway by traffic signals, signs and road markings</li> </ul>  |
| 1.8   | What are the specific outcome measurers?  | Reduced congestion and accidents  |
| 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?                                      | Nick Churchill/ John Duckworth  |
| 1.11  | Are there any priorities within this policy/function? If so what are they?                              | Schemes are accident lead followed by congestion.   |
| 1.12  | Has any consultation, explicitly on the policy/function, taken place? If so who was consulted and when? | No  |
| 1.13  | Is equality monitoring in place for this policy/function?   | No. Schemes are identified by accidents/congestion.   |

**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? |     | ✓  | This service reduces congestion and improves safety for all on the highway. There is nothing intentional to prevent any member of the public benefiting from any scheme implemented.   |
| 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?   |     | ✓  | Schemes are accident and congestion lead and delivered for the benefit of the public at large but this may inadvertently affect a minority group that all reside in the same street where the scheme adversely effects that particular street. |
| 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.