

**CHESHIRE EAST COUNCIL – EQUALITY IMPACT ASSESSMENT FORM**

# EQUALITY IMPACT ASSESSMENT

**TITLE: Speed Management Strategy**

## VERSION CONTROL

<b>Date</b>	<b>Version</b>	<b>Author</b>	<b>Description of Changes</b>
<b>13/9/21</b>	<b>Original</b>	<b>Fay Price</b>	<p>Revised the brief description of the impact assessment in light of revisions made to the Speed Management Strategy as it has developed</p> <p>Revised information regarding engagement with Stakeholders to reflect initial consultation undertaken to develop the SMS rather than reflect the Public Consultation to be undertaken and given outcome</p>
<b>20/10/21</b>	<b>V2</b>	<b>Fay Price</b>	<p>In Stage 2 'who and evidence of affected' updated text to reflect evidence of how speed is calculated to support original text and identify how different groups may be affected by changes in speed limit or management measures</p> <p>Updated outcomes for some groups by adding in text to illustrate that air quality sites may benefit from lower speeds</p> <p>Stage 4 Deleted all text in mitigation as there are no adverse impacts on the protected characteristics groups</p>
<b>28/10/21</b>	<b>V3</b>	<b>Fay Price</b>	<p>Stage 2 Updated impacts for different groups relating to vulnerable road users</p>

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## CHESHIRE EAST COUNCIL –EQUALITY IMPACT ASSESSMENT

Stage 1 Description: Fact finding (about your policy / service /

<b>Department</b>	Cheshire East Highways		<b>Lead officer responsible for assessment</b>		Fay Price	
<b>Service</b>	Traffic and Road Safety		<b>Other members of team undertaking assessment</b>		N/A	
<b>Date</b>	28/10/21		<b>Version</b>		V3	
<b>Type of document (mark as appropriate)</b>	<b>Strategy</b> <b>X</b>	<b>Project</b>	<b>Function</b>	<b>Policy</b>	<b>Procedure</b>	<b>Service</b>
<b>Is this a new/ existing/ revision of an existing document (please mark as appropriate)</b>	<b>New</b>		<b>Existing</b>		<b>Revision</b> <b>X</b>	
<b>Title and subject of the impact assessment (include a brief description of the aims, outcomes, operational issues as appropriate and how it fits in with the wider aims of the organisation)</b>  <b>Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service</b>	<p><b>Cheshire East Speed Management Strategy</b></p> <p>The overall purpose of the Speed Management Strategy is to set out the consistent approaches for:</p> <ul style="list-style-type: none"> <li>• Speed management</li> <li>• Setting speed limits based on the function and nature of the route as set out in the Department for Transport (DfT) Guidance Document Circular 01/2013 – Setting Local Speed Limits.</li> </ul> <p>The Council and Police receive many requests in relation to speed management and speed limit compliance. The Council will consider these through a 3 E's approach:</p> <ul style="list-style-type: none"> <li>• EDUCATION</li> <li>• ENFORCEMENT</li> <li>• ENGINEERING</li> </ul> <p>The Strategy also outlines the role of Cheshire Road Safety Group and the Police in speed management.</p> <p>The Strategy considers these tools and provides the following:</p>					

	<ul style="list-style-type: none"> <li>• A consistent approach to setting speed limits based on the function and nature of the route.</li> <li>• A consistent approach to the implementation of speed management traffic calming measures.</li> <li>• Criteria for the selection of safety camera sites.</li> <li>• Clarification of the role of the Cheshire Constabulary, Cheshire Road Safety Group, (CRSG), and Cheshire East Council, (CEC), as Highways Authority in relation to setting speed limits and speed management.</li> </ul> <p>The strategy excludes temporary speed limits for traffic management purposes as these are risk assessed for specific circumstances and situations to protect workforce operations and those travelling on the highway.</p>
<p><b>Who are the main stakeholders and have they been engaged with? (e.g. general public, employees, Councillors, partners, specific audiences, residents)</b></p>	<p>Members  Town and Parish Councils  Emergency Services  Cycling Groups  Schools  Cheshire Road Safety Group  Bus Operators  Road Haulage Association  AA  RAC  General Public  Internal Departments - Planning, Highways Development Management, Passenger Transport, Highways, Environmental Services(air quality)</p> <p>A full external consultation is still to be undertaken; however, the Police, Cheshire Fire and Rescue Services, Planning, Public Health, Environmental Services and internal departments of Highways including Development Management have been consulted during the development of the Strategy. This has resulted in the 'Exceptions to Setting Speed Limits' section being developed in the Strategy. The consultation undertaken as part of the development of the Strategy shown support for the Speed Management Group approach.</p>

<b>Consultation/ involvement carried out.</b>	YES X	NO
<b>What consultation method(s) did you use?</b>	Group face to face meetings with Highways representatives (prior to Covid) and TEAMs calls with highways colleagues (post Covid.) Emails also sent to department leads and technical officers in the development consultation group.	

### Stage 2 Initial Screening

<b>Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above)</b>	<p>The Police are responsible for speed enforcement and as such this activity has an impact on their resources. This was established during discussions with the Police.</p> <p>All road users are affected by speed limits. The modes of transport by which they travel will impact upon their relationship with and opinion of speed limits. Those using non motorised forms of travel (pedestrians, Cyclists etc) may be benefited from lower speed limits but motorists may find this more intrusive to their journeys. The Council regularly receives correspondence from a range of stakeholders regarding vehicle speeds.</p>
<b>Who is intended to benefit and how</b>	<p>It is intended that the strategy will be read and used by:</p> <ul style="list-style-type: none"> <li>• Cheshire East Council officers.</li> <li>• Officers with a professional interest in speed management.</li> <li>• Local Members.</li> <li>• Cheshire Constabulary.</li> <li>• Members of the public.</li> <li>• Other stakeholders such as developers of new roads.</li> </ul> <p>The Strategy is intended to ensure a consistent approach to speed management in the Borough. Part of the benefit of the Strategy is the setting out of a clear and consistent approach to speed management.</p>
<b>Could there be a different impact or outcome for some groups?</b>	Yes, potentially for those who walk and cycle i.e. non-motorised forms of transport. Such highway users may benefit from the introduction of 20mph speed limits where a location is identified as being suitable.

	<p>As such this Strategy will be viewed with greater importance by Highway users who are identified to be in the more vulnerable categories.</p> <p>Locations where air quality is a concern may also benefit from lower speed limits as this may help keep traffic moving reducing congestion and improving air quality.</p>							
<b>Does it include making decisions based on individual characteristics, needs or circumstances?</b>	Speed limits and management measures are based on the prevailing environment of a location, function of the road and pedestrian movement. They are not based on an individuals characteristics, needs or circumstances.							
<b>Are relations between different groups or communities likely to be affected? (eg will it favour one particular group or deny opportunities for others?)</b>	Speed limits and speed management are not based on an individual's characteristics. However, in some locations the Strategy will favour the non motorised user and in others it will favour the motorised user. This may lead to either group feeling they should have been considered differently.							
<b>Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?</b>	<p>The overall purpose of the Speed Management Strategy is to set out consistent approaches for:</p> <ul style="list-style-type: none"> <li>• Speed management</li> <li>• Setting speed limits based on the function and nature of the route as set out in the Department for Transport, DfT Guidance Document Circular 01/2013 – Setting Local Speed Limits.</li> </ul>							
<b>Is there an actual or potential negative impact on these specific characteristics? (Please tick)</b>								
<b>Age</b>	<b>Y</b>	<b>N</b>	<b>Marriage &amp; civil partnership</b>	<b>Y</b>	<b>N</b>	<b>Religion &amp; belief</b>	<b>Y</b>	<b>N</b>
		✓			✓			✓
<b>Disability</b>	<b>Y</b>	<b>N</b>	<b>Pregnancy &amp; maternity</b>	<b>Y</b>	<b>N</b>	<b>Sex</b>	<b>Y</b>	<b>N</b>
		✓			✓			✓
<b>Gender reassignment</b>	<b>Y</b>	<b>N</b>	<b>Race</b>	<b>Y</b>	<b>N</b>	<b>Sexual orientation</b>	<b>Y</b>	<b>N</b>

		✓			✓			✓
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**Stage 3 Evidence**

<b>What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts</b>		<b>Level of Risk (High, Medium or Low)</b>
<b>Age</b>	Speed limits and management measures are based on the local environment of an area, function of the road and pedestrian movement. Speed Limits and speed management are not based on an individual's characteristics. However, in some locations the strategy will favour the non motorised user and in others it will favour the motorised user.	<b>low</b>
<b>Marriage and Civil Partnership</b>	Speed limits and management measures are based on the local environment of an area, function of the road and pedestrian movement. Speed Limits and speed management are not based on an individual's characteristics. However, in some locations the strategy will favour the non motorised user and in others it will favour the motorised user.	<b>low</b>
<b>Religion</b>	Speed limits and management measures are based on the local environment of an area, function of the road and pedestrian movement. Speed Limits and speed management are not based on an individual's characteristics. However, in some locations the strategy will favour the non motorised user and in others it will favour the motorised user.	<b>low</b>
<b>Disability</b>	Speed limits and management measures are based on the local environment of an area, function of the road and pedestrian movement. Speed Limits and speed management are not based on an individual's characteristics. However, in some locations the strategy will favour the non motorised user and in others it will favour the motorised user.	<b>low</b>
<b>Pregnancy and Maternity</b>	Speed limits and management measures are based on the local environment of an area, function of the road and pedestrian movement. Speed Limits and speed management are not based on an individual's characteristics. However, in some locations the strategy will favour the non motorised user and in others it will favour the motorised user.	<b>low</b>

<b>Sex</b>	Speed limits and management measures are based on the local environment of an area, function of the road and pedestrian movement. Speed Limits and speed management are not based on an individual's characteristics. However, in some locations the strategy will favour the non motorised user and in others it will favour the motorised user.	<b>low</b>
<b>Gender Reassignment</b>	Speed limits and management measures are based on the local environment of an area, function of the road and pedestrian movement. Speed Limits and speed management are not based on an individual's characteristics. However, in some locations the strategy will favour the non motorised user and in others it will favour the motorised user.	<b>low</b>
<b>Race</b>	Speed limits and management measures are based on the local environment of an area, function of the road and pedestrian movement. Speed Limits and speed management are not based on an individual's characteristics. However, in some locations the strategy will favour the non motorised user and in others it will favour the motorised user.	<b>low</b>
<b>Sexual Orientation</b>	Speed limits and management measures are based on the local environment of an area, function of the road and pedestrian movement. Speed Limits and speed management are not based on an individual's characteristics. However, in some locations the strategy will favour the non motorised user and in others it will favour the motorised user.	<b>low</b>

#### Stage 4 Mitigation

<b>Protected characteristics</b>	<b>Mitigating action</b>	<b>How will this be monitored?</b>	<b>Officer responsible</b>	<b>Target date</b>
	<i>Once you have assessed the impact of a policy/service, it is important to identify options and alternatives to reduce or eliminate any negative impact. Options considered could be adapting the policy or service, changing the way in which it is implemented or introducing balancing measures to reduce any negative impact. When considering each option you should think about how it will reduce any negative impact, how it might impact on other groups and how it might impact on relationships between groups and overall issues around community cohesion. You should clearly demonstrate how you have considered various options and the impact of these. You must have a detailed rationale behind decisions and a justification for those alternatives that have not been accepted.</i>			



<b>Age</b>	N/A	NA	NA	NA
<b>Marriage and Civil Partnership</b>	N/A	NA	NA	NA
<b>Religion</b>	N/A	NA	NA	NA
<b>Disability</b>	N/A	NA	NA	NA
<b>Pregnancy and Maternity</b>	N/A	NA	NA	NA
<b>Sex</b>	N/A	NA	NA	NA
<b>Gender Reassignment</b>	N/A	NA	NA	NA


<b>Race</b>	N/A	NA	NA	NA
<b>Sexual Orientation</b>	N/A	NA	NA	NA

### 5. Review and Conclusion

**Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed**

Speed limits changes and speed management measures are based on a location rather than characteristics of an individual. However, we acknowledge that in some locations a speed limit change or speed management measure will favour the non-motorised user, in others it will favour motorised transport users. This may lead to either group feeling they should have been considered differently.

<b>Specific actions to be taken to reduce, justify or remove any adverse impacts</b>	<b>How will this be monitored?</b>	<b>Officer responsible</b>	<b>Target date</b>
If a speed limit is to be adjusted a statutory consultation process will be followed.	Any objections received will be considered. This may or may not influence the introduction of the adjusted speed limit. This will be recorded via the Council's ODR process.	Promoting officer	After the statutory consultation period has expired (i.e at least 21 days after advertising the proposed order)
<b>Please provide details and link to full action plan for actions</b>			

<b>When will this assessment be reviewed?</b>	If the Speed Management Strategy is revised again		
<b>Are there any additional assessments that need to be undertaken in relation to this assessment?</b>	N/A		
<b>Lead officer sign off</b>		<b>Date</b>	28/10/21
<b>Head of service sign off</b>		<b>Date</b>	

Please publish this completed EIA form on the relevant section of the Cheshire East website