

CHESHIRE EAST COUNCIL – EQUALITY IMPACT ASSESSMENT FORM

EQUALITY IMPACT ASSESSMENT

TITLE: Speed Management Strategy

VERSION CONTROL

Date	Version	Author	Description of Changes
13/9/21	Original	Fay Price	
			Revised the brief description of the impact assessment in light of revisions made to the Speed Management Strategy as it has developed
			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
20/10/21	V2	Fay Price	
			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
			Updated outcomes for some groups by adding in text to illustrate that air quality sites may benefit from lower speeds
			Stage 4 Deleted all text in mitigation as there are no adverse impacts on the protected characteristics groups

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28/10/21	V3	Fay Price	Stage 2 Updated impacts for different groups relating to vulnerable road users
30/08/22	V4	Matt Davenhill	Updated following final draft of the Strategy

CHESHIRE EAST COUNCIL –EQUALITY IMPACT ASSESSMENT

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

Department	Cheshire East Highways		Lead officer responsible for assessment		Fay Price	
Service	Traffic and Road Safety		Other members of team undertaking assessment		N/A	
Date	28/10/21		Version		V3	
Type of document (mark as appropriate)	Strategy X	Project	Function	Policy	Procedure	Service
Is this a new/ existing/ revision of an existing document (please mark as appropriate)	New		Existing		Revision X	
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) Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service	<p>Speed Management Strategy – Sets out the Councils approach to setting of speed limits and speed management within the Borough.</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"> • A wholistic approach to speed management on the highway network • 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. <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"> • EDUCATION • ENFORCEMENT • ENGINEERING <p>The strategy also outlines the role of Cheshire Road Safety Group and police in speed management</p> <p>The strategy considers these tools and provides the following:</p>					

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	<ul style="list-style-type: none"> • A consistent approach to setting speed limits based on the function and nature of the route. • A consistent approach to the implementation of speed management traffic calming measures. • Criteria for the selection of safety camera sites. • 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. <p>The strategy aims to encourage, empower and enable communities in the management of speed on the highway network.</p> <p>The strategies presented in this report are intended to contribute to the Council's core policy outcomes by:</p> <p>Open – updating and clarifying the policies and procedure that the highways service will employ when deciding on road safety measures, including the role that other agencies, including Town and Parish Councils, can play in these decisions.</p> <p>Fair – taking full account of the needs of all road users and the wider community when deciding how our roads are used, including the priorities afforded to different road-users such as pedestrians and cyclists.</p> <p>Green – ensuring that our approach to road safety and speed management contribute fully to the wider ambition to promote sustainable and active travel. The updated strategies will help to ensure that use of our highways empowers residents to make travel choices, thereby improving Health and Well-being whilst reducing transport-related carbon emissions.</p> <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>
Who are the main stakeholders and	Members Town and Parish Council's

have they been engaged with? (e.g. general public, employees, Councillors, partners, specific audiences, residents)	<p>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>The Police, Cheshire Fire and Rescue Services, Internal departments of Highways, Planning, Development Management and Environmental Services have been consulted during the development of the strategy. This has resulted in the 'exemptions' being identified such as where developments or air quality issues arise and gave a focus of the 3 Es approach. Cheshire Police have confirmed their support for the Speed Management Strategy</p>	
Consultation/ involvement carried out.	YES X	NO
What consultation method(s) did you use?	Group face to face meetings with Highways representatives (prior to Covid) and TEAM calls with highways colleagues (post Covid.) Emails also sent to department leads and technical officers in the development consultation group	

Stage 2 Initial Screening

Who is affected and what evidence have you considered to arrive at this analysis?	Police have to undertake speed enforcement and this directly impacts them from a resources point of view. This was established during discussions with the Police.
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(This may or may not include the stakeholders listed above)	All road users - speed limits and speed management affect everyone who uses the highway in all modes of travel. 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.
Who is intended to benefit and how	<p>It is intended that the strategy will be read and used by:</p> <ul style="list-style-type: none"> • Cheshire East Council officers. • Officers with a professional interest in speed management. • Local Members. • Town and Parish Council • Cheshire Constabulary. • Members of the public. • Other stakeholders such as developers of new roads. <p>The strategy is intended to help the Council develop a consistent approach to implementing speed management measures, using the most appropriate tools for doing so. The strategy is also aimed at providing clarity for residents, members, partner organisations and wider stakeholders across the borough on the processes we will follow when concerns relating to speed management are raised.</p>
Could there be a different impact or outcome for some groups?	<p>Yes potentially 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 the location is identified as suitable for such a speed limit.</p> <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 as it is the idling in congestion that creates air quality issues.</p> <p>The strategy looks to facilitate wider Council goals and schemes which could help to protect vulnerable road users.</p>
Does it include making decisions based on individual	Speed limits and management measures are based on local environment of the location, function of the road and person movement. They are not based on a persons characteristics, needs or circumstances.

characteristics, needs or circumstances?								
Are relations between different groups or communities likely to be affected? (eg will it favour one particular group or deny opportunities for others?)			Speed limits and speed management are not based on an individuals characteristics. However, in some locations it 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					
Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?			The overall purpose of the Speed Management Strategy is to set out the consistent approaches for: <ul style="list-style-type: none"> • Speed management • 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. 					
Is there an actual or potential negative impact on these specific characteristics? (Please tick)								
Age	Y	N ✓	Marriage & civil partnership	Y	N ✓	Religion & belief	Y	N ✓
Disability	Y	N ✓	Pregnancy & maternity	Y	N ✓	Sex	Y	N ✓
Gender reassignment	Y	N ✓	Race	Y	N ✓	Sexual orientation	Y	N ✓

Stage 3 Evidence

Level of Risk

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		(High, Medium or Low)
Age	Speed limits and management measures are based on local environment of the location, function of the road and person movement . Speed Limits and speed management are not based on an individuals characteristics. However, in some locations it will favour the non motorised user in others it will favour motorised transport users	<i>low</i>
Marriage and Civil Partnership	. Speed limits and management measures are based on local environment of the location, function of the road and person movement . Speed Limits and speed management are not based on an individuals characteristics. However, in some locations it will favour the non motorised user in others it will favour motorised transport users	<i>low</i>
Religion	Speed limits and management measures are based on local environment of the location, function of the road and person movement . Speed Limits and speed management are not based on an individuals characteristics. However, in some locations it will favour the non motorised user in others it will favour motorised transport users	<i>low</i>
Disability	Speed limits and management measures are based on local environment of the location, function of the road and person movement . Speed Limits and speed management are not based on an individuals characteristics. However, in some locations it will favour the non motorised user in others it will favour motorised transport users	<i>low</i>
Pregnancy and Maternity	Speed limits and management measures are based on local environment of the location, function of the road and person movement . Speed Limits and speed management are not based on an individuals characteristics. However, in some locations it will favour the non motorised user in others it will favour motorised transport users	<i>low</i>
Sex	Speed limits and management measures are based on local environment of the location, function of the road and person movement . Speed Limits and speed management are not based on an individuals characteristics. However, in some locations it will favour the non motorised user in others it will favour motorised transport users	<i>low</i>
Gender Reassignment	Speed limits and management measures are based on local environment of the location, function of the road and person movement . Speed Limits and speed management are not based on an individuals characteristics. However, in some locations it will favour the non motorised user in others it will favour motorised transport users	<i>low</i>
Race	Speed limits and management measures are based on local environment of the location, function of the road and person movement . Speed Limits and speed management are not based on an individuals characteristics. However, in some locations it will favour the non motorised user in others it will favour motorised transport users	<i>low</i>

Sexual Orientation	Speed limits and management measures are based on local environment of the location, function of the road and person movement . Speed Limits and speed management are not based on an individuals characteristics. However, in some locations it will favour the non motorised user in others it will favour motorised transport users	low
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Stage 4 Mitigation

Protected characteristics	Mitigating action <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>	How will this be monitored?	Officer responsible	Target date
Age	N/A	NA	NA	NA
Marriage and Civil Partnership	N/A	NA	NA	NA
Religion	N/A	NA	NA	NA

Disability	N/A	NA	NA	NA
Pregnancy and Maternity	N/A	NA	NA	NA
Sex	N/A	NA	NA	NA
Gender Reassignment	N/A	NA	NA	NA
Race	N/A	NA	NA	NA
Sexual Orientation	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, non-motorised highway users (Pedestrians and cyclists) are likely to benefit from the introduction of 20mph speed limits where the location is considered suitable.

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

Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date
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 limit	Promoting officer	After the statutory consultation period has expired (i.e at least 21 days after advertising the proposed order)
Please provide details and link to full action plan for actions			
When will this assessment be reviewed?	When the Speed Management Strategy is revised again. This is likely to occur when there is updated guidance or best practice.		
Are there any additional assessments that need to be undertaken in relation to this assessment?	N/A		

Lead officer sign off	 Matthew Davenhill	Date	30/08/2022
Head of Service sign off	 Tom Shuttleworth	Date	08/09/2022

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

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