

## TRO generic process

### Equality Impact Assessment Form

Revised June 2009



*(Equality target groups are those which cover the 6 equality strands: race, disability, gender, age, sexual orientation and religious belief)*

#### **Part 1 Aims & implementation of the service, policy, procedure, practice or project**

##### **1.1 What is being assessed**

Traffic Regulation Order (TRO) Procedure – Speed Limits

##### **1.2 Officer(s) and section or service responsible for completing the assessment**

Ian Middleton, Highways & Transport

##### **1.3 What is the main purpose or aims of the service, policy, procedure, practice or project**

To undertake an assessment of the TRO procedure in relation to speed limits following public representation to proposed changes.

##### **1.4 Who is affected by the service, policy, procedure, practice or project? Who is it intended to benefit and how?**

All public highway users

##### **1.5 Has the service, policy, procedure, practice or project been promoted or explained to those it might affect directly or indirectly?**

Through Island media – IW County Press, on street notices, on the council website – iwight.com, consultation with town and parish councils, local council members and police

##### **1.6 How does the service, policy, procedure, practice or project contribute to better community cohesion?**

The process links to all four of the Corporate themes, Thriving Island, A healthy and supportive Island, A safe and well-kept Island, Inspiring Island as well as the One Council theme of modernising the council

##### **1.7 How does the service, policy, procedure, practice or project fit in with the council's wider aims?**

The Islands Sustainable Community Strategy (Eco Island), priority 6 : improve health, emotional well being and life expectancy across the Island - including road safety.

##### **1.8 What is the relevance of the aims of the service, policy, procedure, practice or project to the equality target group and the council's duty to eliminate unlawful discrimination and promote equality of opportunity?**

The main aim of the procedure is to ensure that safety is paramount but each case would be looked at on an individual basis to ensure that no person or group is discriminated against on the basis of their ethnic origin, race, disability, age, religion/belief or sexual orientation where applicable

##### **1.9 How is, or how will the service, policy, procedure, practice or project be put into practice**

**and who is responsible for it?**

On receipt of representation action will be taken and it will be the responsibility of the Group Manager for Network Management & Improvement.

**Part 2 Consideration of data and research**

**2.1 List all examples of quantitative and qualitative data or any consultation information available that will enable the impact assessment to be undertaken**

Accident data, vehicle speed data, mapping tools, photographic evidence, road safety audits, traffic survey data

**2.2 Equalities profile of users and beneficiaries**

Not required

**2.3 Evidence of complaints against the service, policy, procedure, practice or project on the grounds of discrimination**

No

**2.4 What does the consultation, research and/or data indicate about the negative impact on the service, policy, procedure, practice or project**

N/A

**2.5 What does the consultation, research and/or data indicate about the positive impact on the service, policy, procedure, practice or project**

Consistent speed limits set at an appropriate level to maintain and improve safety on the Isle of Wight's highway network.

**Part 3 Assessment of impact**

**3.1 Complete this section with the following information – relating to all of the identified groups: (please refer to the guidance for additional information)**

	Reason, evidence, comment					
	Race	Disability	Gender	Sexual Orientation	Age	Religious Belief
Barriers, negative impact						
Neutral impact	X	x	X	X	x	X
Positive impact						

**Part 4 Measures to mitigate disproportionate or adverse impact or improve on neutral or positive impacts:**

**4.1 If there is any negative impact on any target equality group identified in part 3, is the impact intended or legal?**

N/A

**4.2 Specify measures that can be taken to remove or minimize the disproportionate or adverse effect identified in part 3. if none were identified, identify how disproportionate or adverse effect could be avoided in the future**

N/A

**4.3 If there is no evidence that the service, policy, procedure, practice or project promotes equality, equal opportunities or improves relations within equality target groups, what amendments can be made to achieve this?**

N/A

**4.4 If a neutral or positive impact has been identified, can that impact be improved upon (continuous improvement)?**

N/A

**4.5 How will any service, policy, procedure, practice or project be implemented?**

On going procedure

**4.6 As 4.5 above please identify training requirements**

On going training for Traffic Officers – TRO training, DDA awareness training, Equality Impact Assessment training as and when required

## **Part 5 Conclusions & recommendations**

**5.1 Does the service, policy, procedure, practice or project comply with equalities legislation?**

Yes

**5.2 What are the main areas requiring further attention?**

Regular updating with legislation

**5.3 Summary of recommendations for improvement**

N/A

**5.4 What equality monitoring, evaluation, review systems have been set up to carry out regular checks?**

As part of the EqIA process

**5.5 When will the amended service, policy, procedure, practice or project be reviewed?**

N/A

## Part 6 Action / improvement plan

The table below should be completed using the information from the equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

***Please ensure that you update your service/business plan within the equality objectives/targets and actions identified below:***

Area of negative impact	Changes proposed	Lead officer	Timescale	Resource implications	Comments
Race					
Disability					
Age					
Religious and Philosophical belief					
Gender					
Sexual orientation					
Geographical location					
All of the above	The EIA has been done on a generic process, if at any point in the future a TRO which has implications on disabled parking bays or temporary moves of but stops a further EIA would be undertaken to address those issues should they arise.				

**Part 6 continued – Equality Impact Assessment – Summary report**

The results of equality impact assessments must be published. Please complete this summary and the publish your report using the Equality and Diversity pages of the Intranet. Your summary information and a copy of your completed report will then be made available to the public on the Council’s website.

<b>Date of assessment</b>	01/08/2011		
<b>Officer’s name</b>	Ian Middleton	<b>Role</b>	Integrated Transport Technician
<b>Service, policy, procedure, practice or project that was impact assessed</b>	TRO Process – Speed Limits		
<b>Summary of findings</b>	The Islandwide traffic order for speed limits has been assessed and there are no findings that any of the equality and diversity areas will be affected		
<b>Summary of recommendations and key points of action plan</b>	N/A		

**Groups that this policy will impact upon**

<b>Race</b>	<input type="checkbox"/>	<b>Gender</b>	<input type="checkbox"/>
<b>Sexual Orientation</b>	<input type="checkbox"/>	<b>Age</b>	<input type="checkbox"/>
<b>Disability</b>	<input type="checkbox"/>	<b>Religion or belief</b>	<input type="checkbox"/>
<b>Other</b>	<input type="checkbox"/>	<b>All</b>	<input type="checkbox"/>

The service has carried out an equality impact assessment (attached) which identifies that:

there is no negative impact on any of the equality strands. The EqIA ensures that anyone who uses any nearby facility to the TRO including visitors are not disadvantaged. It must be noted however that the road safety implications are paramount in any decision to implement traffic orders.

There is no negative impact which has been addressed as per the EqIA attached.

The EIA has been done on a generic process for speed control issues, if at any point in the future a TRO relating to speed which has implications on disabled parking bays or temporary moves of but stops a further EIA would be undertaken to address those issues should they arise.