

**KENT COUNTY COUNCIL
EQUALITY ANALYSIS / IMPACT ASSESSMENT (EqIA)**

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Directorate: Enterprise & Environment

Name of policy, procedure, project or service: Kent Road Casualty Reduction Strategy

What is being assessed? KCC Road Safety Policy

Responsible Owner/ Senior Officer: David Joyner

Date of Initial Screening: 23 October 2013

Date of Full EqIA: Full EqIA will be completed following the consultation

Version	Author	Date	Comment
1	David Joyner	23/10/13	Sent to Strategy Delivery Team
		23/10/13	Sent to Diversity Info Team
2	David Joyner	20/12/13	Published on line

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Screening Grid

Characteristic	Could this policy, procedure, project or service, or any proposed changes to it, affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why? Internal action must be included in Action Plan	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities If yes you must provide detail
		High LOW/MEDIUM UNKNOWN	Negative Low		
Age	Yes – Specific age groups (such as transition to secondary school and young drivers) are more likely to be involved in a road crash. Policies and measures can be implemented to reduce the chance of these vulnerable age groups from becoming a casualty. The Casualty Reduction Strategy is aimed at reinforcing this approach by focusing on data, both in respect of police crash reports and factors that impact on perceptions of risk.	High	Low	a) Yes – Ensure that Education, Training and Publicity interventions are designed to target and influence specific vulnerable age groups (for example running License to Kill presentations for young drivers). Ensure that highway design standards for new roads, footways and cycle routes are implemented in a way which will improve road safety for vulnerable age groups (for example designing roads to reduce the potential for inappropriate speed or through provision of segregated cycle routes). Ensure that engineering measures are retrofitted to existing highways where these will lead to reduced risk for vulnerable age groups (for example provision of crossing points on safe desire lines outside schools). b) Yes - Ensure that crash statistics continue to be analysed in respect of age groups.	Yes – Engineering and Enforcement interventions can reduce traffic speeds (for example through traffic calming or provision of safety cameras) making it more likely that older people feel able to go out or younger people are allowed out. Education can help equip vulnerable age groups with knowledge to help them avoid road danger (for example stop, look, listen, think shows and encouraging children to wear fluorescent/reflective clothing)
Disability	Yes – The presence of a disability (whether physical or learning related) is not automatically recorded in a police crash report, but disability can be recorded if it is considered to be an	Medium	Low	a) Yes – Ensure that the views of disabled people are considered in Strategy development work and ensure any literature is accessible. b) Yes – Ensure that crash statistics are analysed where disability is recorded as a contributory factor.	Yes - Education and training programmes can be tailored to ensure they are fully accessible (for example provision of accessible venues for Driver Diversionary Schemes). Engineering measures can be introduced to enable disabled people

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	influencing factor by the police.					to get around safely (for example the introduction of dropped kerbs at crossing points or raised kerbs at bus stops for wheelchair/ mobility scooter users). Engineering and Enforcement interventions can reduce traffic speeds (for example through traffic calming or provision of safety cameras) making it more likely that disabled people feel safer to go out.
Gender	Yes – Male or female is recorded in police crash data. Evidence shows gender can be a factor in risk (for example newly qualified young male drivers). Policies and measures can be targeted to specific gender traits (for example using data in awareness raising campaigns). The Casualty Reduction Strategy is aimed at reinforcing this approach by focusing on data, both in respect of police crash reports and factors that impact on perceptions of risk.	High	Low	a) Yes – Ensure that Education, Training and Publicity interventions are designed to target and influence vulnerable gender/ age groups (for example running License to Kill presentations targeted at young male drivers). b) Yes - Ensure that crash statistics continue to be analysed in respect of gender.	Yes – Education can help equip vulnerable gender age groups with knowledge to help them avoid road danger (for example promotion and subsidy of Pass Plus driver training for young male 17-19 year olds who have recently passed their driving test)	
Gender identity	No	None	None	No	No	
Race	Yes – Ethnicity should be recorded in police crash data. Some issues have been identified and policies and measures can be targeted to	Medium	Low	a) Yes – Ensure that Education, Training and Publicity interventions can be tailored so they can be understood and can influence a key issue leading to race being a contributory factor in a crash.	Yes - Education and training programmes can help equip vulnerable ethnic groups with knowledge to help them avoid road danger (for example producing and distributing leaflets for	

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	specific groups (for example with people who are not resident in the UK or have newly arrived who are not familiar with UK traffic law). The Casualty Reduction Strategy is aimed at reinforcing this approach by focusing on data, both in respect of police crash reports and factors that impact on perceptions of risk.			b) Yes - Ensure that ethnicity continues to be recorded in police crash data.	foreign lorry drivers entering the UK)
Religion or belief	No	None	None	No	No
Sexual orientation	No	None	None	No	No
Pregnancy and maternity	No	None	None	No	No
Marriage and Civil Partnerships	No	None	None	No	No
Carer's responsibilities	No	None	None	No	No

Part 1: INITIAL SCREENING

Proportionality - Based on the answers in the above screening grid what weighting would you ascribe to this function – see Risk Matrix

Low	Medium	High
Low relevance or Insufficient information/evidence to make a judgement.	Medium relevance or Insufficient information/evidence to make a Judgement.	High relevance to equality, /likely to have adverse impact on protected groups

State rating & reasons

Medium – The screening has highlighted potential impacts on some of the protected groups. However, given the objective of the Strategy is to tailor and target road safety interventions based on road casualty records and evidence about risks, the impact on groups identified as being involved or identified as being more at risk, is likely to be a positive one. Those groups potentially affected will be consulted and any negative impacts will be negated through proposed interventions. Where changes are proposed to the highway environment these will be consulted on as appropriate.

Context

The Road Casualty Reduction Strategy relates to the *Safer and Healthier County* objective in the Local Transport Plan 2011-2016. More widely the Strategy relates to the *Keeping Kent Moving and Enjoying Life* objectives in Bold Steps for Kent.

Aims and Objectives

Road death and injury has a huge emotional and financial impact on society, both to the people and families and witnesses directly and indirectly affected as well as to the wider public purse, through the emergency services, NHS and social services. Placing financial figures on each of these impacts, the established average value of preventing a fatal collision is £1.9m and the average value of preventing a collision involving injury is £75,000. This Strategy represents a reaffirmation by Kent County Council of our key role as highway and transportation authority, to work closely with our partners and intelligently using the latest data and research available to us, to make a significant impact on death and injuries on our roads. This Strategy is based upon a *safe system* approach to road safety which stresses the importance of influencing the road user (through education, training and enforcement), the road environment (through engineering) and the vehicle (through working with manufacturers) in combination with a range of practical measures to continue to deliver reductions in road casualties.

Beneficiaries

The beneficiaries will be those people who, in the absence of a proactive and targeted approach to road safety, would become a casualty. Crash statistics show that some people within the protected categories are more likely to be involved in a road crash. The families and friends as well as and witnesses to the potential future crash will also benefit as would those road users who

would have been caught up in any consequent congestion. Reducing actual and perceived risk will likely have a positive impact on more vulnerable road users who can also be categorised within the protected groups, namely the young or elderly, disabled, people from different races or possibly women.

Information and Data

In Kent in 2012, 50 people died and 474 people were seriously injured as a consequence of a road traffic collision. Whilst the number of people killed or seriously injured (KSI) in road crashes fell by 50% between 2000 and 2010 this represents a 1% increase over the previous year, mirroring a national trend in 2011. We have a target to reduce the number of KSI by a further 40% by 2020. Each year KCC publishes a Road Casualties in Kent report which highlights trends and concentrations in road casualties by their geography, by the type of crash and the people involved as well as the causal factors. The data is initially recorded by Kent Police, it is then validated by KCC and analysed to determine patterns and interventions for the council and our partners to take to reduce the likelihood of future crashes. As identified in the screening grid, there are a number of people groupings within the protected characteristics who are likely to be benefited by applying the policies in the Strategy.

The Road Casualties in Kent 2012 trend report is available at

www.kent.gov.uk or directly via the link:

<https://shareweb.kent.gov.uk/Documents/roads-and-transport/road-safety/Review%20of%20personal%20injury%20crashes%20occurring%20on%20Kent%20%20Roads%20i.pdf>

Alternative formats are available on request to crashdata@kent.gov.uk

Involvement and Engagement

A web/ paper based consultation is planned to be sent out/ made available on the KCC web site. This will ask people to give their views on the proposed approach and to prioritise work areas. This consultation is supplemented by a day workshop held on 13 November 2013 which involved key stakeholders and representative groups. Groups to be consulted, include:

Centre for Independent Living
Disability Forums
Guidedogs for the Blind
Kent Association for the Blind
Kent Youth County Council
Schools and Colleges
Women's Institute Group
Older People's Forums (eg: Age UK)
Vulnerable Road User Groups

Potential Impact

Specific protected groups (the elderly or young, disabled and races) may potentially be more likely to be involved in a road crash. Policies and measures can be implemented to reduce the chance of these groups from becoming a casualty. The Casualty Reduction Strategy is aimed at

reinforcing this approach in a positive way by focusing on data, both in respect of police crash reports and factors that impact on perceptions of risk. This will be updated as a consequence of the planned consultation.

Adverse Impact:

There do not appear to be any adverse implications. This will be updated as a consequence of the planned consultation.

Positive Impact:

Interventions and measures can be tailored to where they can have most impact. This will be updated as a consequence of the planned consultation.

JUDGEMENT

This will be updated as a consequence of the planned consultation.

Option 1 – Screening Sufficient	NO
Option 2 – Internal Action Required	YES
Option 3 – Full Impact Assessment	YES

A full impact assessment is required as the Strategy has the potential to affect a large number of residents of Kent. Additionally, whilst it is considered that the Strategy will have a positive impact on the groups listed, the consultation is intended to verify this or highlight issues to be acted upon.

Action Plan

The draft Strategy will have a 6 week consultation. Any negative or positive impacts identified during this period will be included in a subsequent EqIA screening and action plan and incorporated in the post consultation Strategy.

Monitoring and Review

It is intended that the Strategy will include an action plan that is updated annually.

Equality and Diversity Team Comments

Noted and comments included in Version 2

Sign Off

I have noted the content of the equality impact assessment and agree the actions to mitigate the adverse impact(s) that have been identified.

Senior Officer

Signed:



Name: David Joyner

Job Title: Transport & Safety Policy Manager

Date: 20 December 2013

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DMT Member

Signed:



Name: Tim Read

Job Title: Head of Transportation

Date: 20 December 2013

Equality Impact Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age	Specific age groups are more likely to be involved in a road crash.	Policies and measures can be implemented to reduce the chance of these vulnerable age groups from becoming a casualty.	Reduced casualty rates. Older and younger people feel better able to go out safely.	KH&T	Duration of the Strategy	Already budgeted. Additional funding may be identified subject to research.
Disability	The presence of a disability is not automatically recorded in police crash data, but disability can be recorded if it is considered to be an influencing factor by the police.	Ensure that the views of disabled people are considered in Strategy development work. Ensure that crash statistics are analysed where disability is recorded as a contributory factor and act accordingly in respect of any	Reduced casualty rates. Disabled people feel better able to go out safely.	KH&T	Duration of the Strategy	Already budgeted. Additional funding may be identified subject to research.

		trends.				
Gender	Male or female is recorded in police crash data. Evidence shows gender can be a factor in risk.	Policies and education measures can be designed and targeted to appeal to specific gender traits. Ensure that crash statistics continue to be analysed in respect of gender	Reduced casualty rates. Gender groups with a higher propensity to become a casualty feel better able to go out safely.	KH&T	Duration of the Strategy	Already budgeted. Additional funding may be identified subject to research.
Race	Ethnicity should be recorded in police crash data. Some issues have been identified and policies and measures can be targeted to specific groups.	Ensure that Signage can be understood and Education, Training and Publicity interventions are tailored so they can be understood and can influence a key issue leading to race being a contributory factor in a crash.	Reduced casualty rates. Race groups with a higher propensity to become a casualty feel better able to go out safely.	KH&T	Duration of the Strategy	Already budgeted. Additional funding may be identified subject to research.

