

## Change Equality Impact Assessment (EqIA)

<b>1. Proposal details</b>		
<b>Name of the policy/project/process being assessed (subsequently referred to as project)</b>	Participation in Northumbria Road Safety Partnership	
<b>Purpose of project</b>	To participate in a proposed partnership with the other Tyne and Wear local authorities, Northumberland County Council and Northumbria Police, which would work to help reduce road deaths and casualties and road-related anti-social behaviour and promote road safety on the roads of the Northumbria Police geographical area.	
<b>Who is the project intended to benefit?</b>	All road users	
<b>What outcomes should be achieved?</b>	Improved road safety and reduced road-related anti-social behaviour	
<b>Version of EqIA</b>	1.1	
<b>Date this version created</b>	21/08/2024	
<b>Confidential</b>	no	
<b>Directorate</b>	Regeneration and Economic Development	
<b>Service</b>	Highways and Transportation	
	<b>Name</b>	<b>Service or organisation</b>
<b>Principal author</b>	John Cram	Highways and Transportation
<b>Additional authors</b>	Andrew Flynn	Highways and Transportation

<b>2. Groups impacted</b>		
<b>Does the project impact upon?</b>		<b>If yes, what is the estimated number impacted and the level of impact this will have on the group (high, medium, low)?</b>
<b>Service users</b>	no	
<b>Carers or family of service users</b>	no	

<b>Residents</b>	yes	Around 50,000 residents may be regular users of roads which benefit to some extent from improved safety and/or reduced road-related anti-social behaviour (low impact)
<b>Visitors</b>	yes	Around 25,000 visitors per year may be users of roads which benefit to some extent from improved safety and/or reduced road-related anti-social behaviour (low impact)
<b>Staff</b>	no	
<b>Partner organisations</b>	yes	It is anticipated that six partner organisations will be involved (the other four Tyne and Wear local authorities, Northumberland County Council and Northumbria Police), which will further develop pre-existing arrangements for constructive partnership working (low impact)

<b>3. Evidence gathering and engagement</b>		
	<b>Internal evidence</b>	<b>External evidence</b>
<b>What evidence has been used for this assessment?</b>	<p>Relevant objectives of the Authority, e.g. for Council wardens to work in partnership with Northumbria Police to prevent and tackle anti-social behaviour (<a href="#">Our North Tyneside Plan</a>); improve safety for all road users, address road safety concerns and reduce casualties while increasing cycling and walking, through design, promotional and partnership working (<a href="#">North Tyneside Transport Strategy</a>); and improve co-ordination with delivery partners to increase opportunities to deliver travel safety improvements effectively (<a href="#">North Tyneside Travel Safety Strategy</a>)</p>	<p>Relevant legislation and guidance, primarily the <a href="#">Road Traffic Act 1988</a>, the <a href="#">Traffic Management Act 2004</a> and the guidance notes 'Charging for driver re-training courses' within a Home Office <a href="#">policy paper</a> updated in August 2022.</p>

	Internal information relating to strategy and operation of the existing Northumbria Safer Roads Initiative (NSRI)	
<b>Have you carried out any engagement in relation to this proposal?</b>	no	
<b>If yes of what kind and with whom? If no, why not?</b>	The partnership involves joint working between local authorities, the Police and the Northumbria Police and Crime Commissioner (PCC) and has not involved community engagement. Under relevant Government advice it is considered best practice for local highway authorities to be involved in a road safety partnership.	
<b>Is there any information you don't have?</b>	no	
<b>If yes, why is this information not available?</b>		

<b>4. Impact on groups with different characteristics</b>			
<b>Legally protected characteristics</b>	<b>Potential positive impact identified</b>	<b>Potential negative impact identified</b>	<b>Description of the potential impact and evidence used in the assessment (mitigations are not included here)</b>
<b>Age</b>	yes	no	There is a potential positive impact for people whose mobility may be affected by age, from the partnership's work to improve road safety and reduce road-related anti-social behaviour.
<b>Disability</b>	yes	no	There is a potential positive impact for people whose mobility may be affected by a disability (e.g. a physical disability or being blind or partially sighted), from the partnership's work to improve road safety and reduce road-related anti-social behaviour.

<b>Gender reassignment</b>	no	no	
<b>Marriage &amp; civil partnership</b>	no	no	
<b>Pregnancy &amp; maternity</b>	yes	no	There is a potential positive impact for people whose mobility may be affected by pregnancy and maternity, from the partnership's work to improve road safety and reduce road-related anti-social behaviour.
<b>Race</b>	yes	no	There is a potential positive impact associated with this protected characteristic, for people who may be more vulnerable to road dangers for reasons of e.g. being less able to read road signs or less familiar with road traffic conventions, from the partnership's work to improve road safety and reduce road-related anti-social behaviour.
<b>Religion or belief</b>	no	no	
<b>Sex</b>	no	no	
<b>Sexual orientation</b>	no	no	
<b>Intersectionality</b>	no	no	
<b>Non-legally protected characteristics</b>			
<b>Carers</b>	no	no	
<b>Socio-economic disadvantage</b>	yes	no	There is a potential positive impact associated with this protected characteristic, for people who may more often be a pedestrian rather than using motorised modes and hence more vulnerable to other road users' behaviour, from the partnership's work to improve road safety and reduce road-related anti-social behaviour.

<b>5. Achievement of the Authority's public sector equality duty</b>		
<b>Will the proposal contribute to any of the following?</b>		<b>If yes, how?</b>
<b>Eliminate unlawful discrimination,</b>	no	

<b>victimisation and harassment</b>		
<b>Advance equality of opportunity between people who share a protected characteristic and those who do not</b>	yes	The partnership's work to improve road safety and reduce road-related anti-social behaviour may assist in advancing equality of opportunity for people who may have more limited mobility or be vulnerable road users for reasons relating to the protected characteristics of age, disability, pregnancy and maternity, and race.
<b>Foster good relations between people who share a protected characteristic and those who do not</b>	no	

<b>6. Negative impacts</b>		
<b>Potential negative impact</b>	<b>Can it be reduced or removed?</b>	<b>If yes how? If no, why not and what alternative options were considered and not pursued?</b>
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<b>7. Action plan</b>				
<b>Actions to gather evidence or information to improve NTC's understanding of the potential impacts on people with protected characteristics and how best to respond to them</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Target completion date</b>	<b>Action completed</b>
Review reports and monitoring provided to meetings of the partnership steering group for relevant evidence of the potential impacts on people with protected characteristics	Andrew Flynn	Highways and Transportation	30/09/2027	no

<b>Actions already in place to remove or reduce potential negative impacts</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Impact</b>		
Not applicable					
<b>Actions that will be taken to remove or reduce potential negative impacts</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Impact</b>	<b>Target completion date</b>	<b>Action completed</b>
Not applicable					
<b>Actions that will be taken to make the most of any potential positive impact</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Target completion date</b>	<b>Action completed</b>	
Include details of positive impacts identified by the partnership in relevant communications or reports	Andrew Flynn	Highways and Transportation	30/09/2027	no	
<b>Actions that will be taken to monitor the equality impact of this proposal once it is implemented</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>	<b>Target completion date</b>	<b>Action completed</b>	
Review reports and monitoring provided to meetings of the partnership steering group for relevant evidence of the potential impacts on people with protected characteristics	Andrew Flynn	Highways and Transportation	30/09/2027	no	
<b>Date review of EqIA to be completed</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>			
30/09/2027	Andrew Flynn	Highways and Transportation			

<b>8. Outcome of EqIA</b>	
<b>Outcome</b>	<b>Please explain and evidence why you have reached this conclusion:</b>
The proposal is robust, no major change is required	Identified potential impacts are positive.

<b>9. Corporate Equality Group member approval</b>	
<b>Do you agree or disagree with this assessment?</b>	Agree
<b>If disagree, please explain why?</b>	
<b>Name of Corporate Equality Group Member</b>	Melissa Lackenby
<b>Date</b>	21/08/2024

<b>10. Director/ Head of Service approval</b>	
<b>Do you agree or disagree with this assessment?</b>	Agree
<b>If disagree, please explain why?</b>	
<b>Name of Director/Head of Service</b>	John Sparkes
<b>Date</b>	22/08/2024

**Please return the document to the Author and Corporate Equality Group member.**