

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Road Safety Strategy October 2016
Directorate	Economy
Service Area	Transportation Services Growth And Transportation
Type	New/Proposed Policy
EA Summary	The City Council will work with the Police, neighbouring local authorities, schools, RoSPA and other stakeholders to achieve the strategic outcomes of the Road Safety Strategy through the Action Plan. The reduction in the number and severity of road traffic collisions, and the reduction in the number of people killed or seriously injured in road traffic collisions, will be of benefit to all road users in the city. In particular, these outcomes will benefit those groups who experience higher accident rates: school children and people aged 20-29, males, disabled people and the South Asian community.
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Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Overall Purpose

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Policy.

2 Overall Purpose

2.1 What the Activity is for

What is the purpose of this Policy and expected outcomes?	<p>This EA relates to the development of A Road Safety Strategy for Birmingham. The strategy is being developed in the context of Birmingham Connected (the Birmingham Mobility Action Plan), which aims to reinvent Birmingham's transport system to meet current and future mobility challenges to facilitate strong and sustainable economic growth. A key component of this is to encourage people to travel more sustainably, using active travel modes such as walking and cycling. It is therefore imperative that the Council strives to make its roads as safe as possible.</p> <p>The total number of casualties on Birmingham's roads has fallen by 32% from 2000 to 2015. However, within this figure there remain a number of vulnerable road user groups where the Council must seek to make further improvements.</p> <p>The Strategy has been built upon the available road safety data with regard to recorded collisions in the city considering what, where, when and who. The strategy has then been structured around three themes: Safer Roads, Safer People and Safer Vehicles. This reflects the fact that whilst engineering measures will continue to have a role in making roads safer, measures to influence and manage the behaviour of those using it, both through education and enforcement, have an extremely important role to play.</p> <p>The Government has set no road safety targets. However, Birmingham City Council is using a forecast based on 40% reduction projection in killed or seriously injured casualties (KSIs) by 2020 from 2005-09 average (476). This approach is in line with the methodology used by the Department for Transport in the Government's Strategic Framework for Road Safety, 2011, which contains forecasts of expected casualty reductions at a national level from the 2005-2009 average.</p>
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For each strategy, please decide whether it is going to be significantly aided by the Function.

Public Service Excellence	Yes
A Fair City	Yes
A Prosperous City	Yes
A Democratic City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	Yes
Will the policy have an impact on wider community?	Yes

2.3 Analysis on Initial Assessment

The proposals outlined in the Birmingham Road Safety Strategy will affect all people who live and work in the city. Statistical evidence reveals that there are road users in Birmingham who are particularly vulnerable to road traffic collisions. This includes groups with protected characteristics, such as young males, children, and people within the South Asian community. By scrutinising statistical evidence, and identifying those most vulnerable to road traffic incidents, the strategy sets out actions to have a positive impact on these groups, whilst also benefiting the wider public.

The breadth of impact that the strategy will have determined that a Full Equality Assessment was necessary, as well as consultation with councillors, the public and stakeholders. An extensive public consultation exercise on a draft of the strategy has been conducted. This has formed the final version of the document, with changes being made to reflect the comments received. The consultation ran for 15 weeks and was open to the public, online and in all public libraries. Care was taken to ensure that all relevant stakeholders were informed of the strategy and offered the opportunity to comment. A database of over 1000 stakeholders including businesses, schools and organisations representing particular protected characteristics, were contacted to invite comment. Publicity surrounding the consultation was directed to communities where collisions are highest.

Changes made to the strategy include an increased focus on partnership work through the Birmingham Road Safety Partnership. This regular engagement with partners such as the Emergency Services and Third Sector organisations like RoSPA will better enable the council to meet the needs of all vulnerable road users, and ensure no adverse impact on particular groups.

3.1 Age

3.1.1 Age - Differential Impact

Age	Relevant
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3.1.2 Age - Impact

Describe how the Policy meets the needs of Individuals of different ages?	Specific age groups, such as transition to secondary school and young drivers, are more likely to be involved in a road traffic collision. In the five years to 2015, 34.2% of all fatalities and 27.3% of all casualties were aged 20-29. Cyclists, motorcyclists and pedestrians all have certain age groups that are more affected by road traffic collisions. Policies and measures can be implemented to reduce the chance of these vulnerable age groups from becoming a casualty. The Road Safety Strategy is aimed at reinforcing this approach by focussing on data, both in respect of police road traffic collision reports and factors that impact on perceptions of risk. The actions within the strategy will positively impact those age groups identified.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	Road traffic collision data from Spectrum based on the Police Stats 19 forms for the period 2000 - 2015, and MAST (a road safety analysis tool utilising national collision datasets and socio-demographic profiling) data, for the period 2008 - 2012.
Have you received any other feedback about the Policy in meeting the needs of Individuals of different ages?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Individuals of different ages which needs highlighting?	No

3.1.3 Age - Consultation

Have you obtained the views of Individuals of different ages on the impact of the Policy?	Yes
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If so, how did you obtain these views?	A comprehensive public consultation exercise took place between 24/7/15 and 23/8/15. Publicity surrounding the consultation was aimed at a variety of age groups, to ensure a breadth of responses. This included correspondence with schools, higher education establishments, places of worship, community groups and all public libraries.
Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals of different ages?	Yes
If so, how did you obtain these views?	The strategy was written in partnership with organisations in the Birmingham Road Safety Partnership, including ROSPA. Hundreds of organisations, businesses and educational establishments were written to about the strategy as part of a public consultation exercise. 51 responded, representing a wide variety of different causes and ages ranges.
Is there anything about the Policy and the way it affects Individuals of different ages which needs highlighting?	No

3.1.4 Age - Additional Work

Do you need any more information to complete the assessment?	No
Please explain how individuals may be impacted.	<p>Vulnerable age groups will be positively impacted by the strategy, as it aims to reduce their risk of being involved in road traffic collisions. It will:</p> <ul style="list-style-type: none"> - Ensure that education, training and publicity interventions are designed to target and influence specific vulnerable age groups (e.g. presentations to young drivers). - Ensure that highway design standards for new roads, footways and cycle routes are implemented in a way that will improve road safety for vulnerable age groups (e.g. 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 collisions for vulnerable age groups (e.g. provision of crossing points outside schools).
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Individuals of different ages being treated differently, in an unfair or inappropriate way, just because of their age?	Yes

Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	No
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3.2 Disability

3.2.1 Disability - Differential Impact

Disability	Relevant
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3.2.2 Disability - Impact

Describe how the Policy meets the needs of Individuals with a disability?	Improving the safety of roads is key to creating an equitable society. The presence of a disability (whether physical or learning related) is not automatically recorded in a Police road traffic collision report, but disability can be recorded if it is considered to be an influencing factor by the Police.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	Guidance on Inclusive Mobility, DfT, 2005 The Marmot Review- Fair Society, Healthy Lives 2009,
Have you received any other feedback about the Policy in meeting the needs of Individuals with a disability?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Individuals with a disability which needs highlighting?	No

3.2.3 Disability - Consultation

Have you obtained the views of Individuals with a disability on the impact of the Policy?	Yes
If so, how did you obtain these views?	A comprehensive public consultation was held between 24/7/15 and 23/10/15. Members of the public were able to respond to the consultation which was available online and in all public libraries. Individuals with a disability were not specifically targeted for comment as the consultation was open to all, however we ensured that the consultation materials were as accessible as possible.
Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals with a disability?	Yes

<p>If so, how did you obtain these views?</p>	<p>The 15 week long consultation was publicised to a large mailing list of establishments and organisations. Stakeholders representing individuals with a disability included:</p> <p>B.S. Welfare Association for Youth, Disabled, Elderly (BSWA)</p> <p>Birmingham Advisory Council of Older People (BACOP)</p> <p>Birmingham and Solihull Mental Health Foundation Trust</p> <p>Safer Stronger Communities Coordinator, BCC</p> <p>Equality and Community Engagement Team Leader, BCC</p> <p>Birmingham Disability Forum</p> <p>Birmingham Disability Resource Centre</p> <p>Guide Dogs for the Blind</p> <p>National Osteoporosis Society Birmingham Area Group</p> <p>Somali Disability and Elderly Support Group</p> <p>West Midlands Special Needs Transport</p> <p>All SEN educational establishments</p> <p>RoSPA</p> <p>Responses were received from RoSPA, Birmingham and Solihull Mental Health Foundation Trust, Birmingham Children's Hospital NHS Foundation Trust and Birmingham City Council Equality and Compliance. This feedback was integrated into the revised strategy.</p>
<p>Is there anything about the Policy and the way it affects Individuals with a disability which needs highlighting?</p>	<p>No</p>

3.2.4 Disability - Additional Work

<p>Do you need any more information to complete the assessment?</p>	<p>No</p>
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Please explain how individuals may be impacted.	<p>The strategy aligns with the Birmingham Connected principle that for any transport scheme proposed in Birmingham the needs of people with disabilities will be fully taken into consideration. Specifically</p> <ul style="list-style-type: none"> - Pedestrian crossings will be always be designed in accordance with government guidance and inclusive mobility for people with disabilities. - Birmingham Road Safety Partnership is committed to working closely with disability groups/stakeholders to ensure that delivery of roads safety activities positively impacts those with a disability.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Individuals with a disability being treated differently, in an unfair or inappropriate way, just because of their disability?	Yes
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	No
Do you think that the Policy will take account of disabilities even if it means treating Individuals with a disability more favourably?	Yes
Do you think that the Policy could assist Individuals with a disability to participate more?	Yes
Do you think that the Policy could assist in promoting positive attitudes to Individuals with a disability?	Yes

3.3 Gender

3.3.1 Gender - Differential Impact

Gender	Relevant
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3.3.2 Gender - Impact

Describe how the Policy meets the needs of Men and women?	77% of all fatalities, 71% of KSI casualties and 59% of all casualties in Birmingham's road traffic collisions (2011-15) are male. The highest levels of casualties are in the male 20-29 age group. The main aim of the strategy is to reduce road traffic collisions. Any reduction in road traffic collisions would therefore positively affect men.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	Road traffic collision data from Spectrum based on the Police Stats 19 forms for the period 2000 - 2015, and MAST data for the period 2008 - 2012.
Have you received any other feedback about the Policy in meeting the needs of Men and women?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Men and women which needs highlighting?	No

3.3.3 Gender - Consultation

Have you obtained the views of Men and women on the impact of the Policy?	Yes
If so, how did you obtain these views?	A comprehensive public consultation exercise was conducted, allowing the general public, stakeholders and councillors the opportunity to feedback. This ran for 15 weeks from 24th July 2015 to 23rd October 2015. 189 individuals responded.
Have you obtained the views of relevant stakeholders on the impact of the Policy on Men and women?	Yes
If so, how did you obtain these views?	The strategy was compiled in partnership with ROSPA, West Midlands Police, West Midlands Fire Service and all other members of the Birmingham Road Safety Partnership. The consultation exercise received responses from 51 organisations, 3 Councillors and The Economy, Skills and Sustainability Overview and Scrutiny Committee.
Is there anything about the Policy and the way it affects Men and women which needs highlighting?	No

3.3.4 Gender - Additional Work

Do you need any more information to complete the assessment?	No
Please explain how individuals may be impacted.	By ensuring that education, training and publicity interventions are designed to target and influence gender / age groups (e.g. campaigns aimed at young male drivers), the strategy will positively impact the male population, particularly young males who are most at risk of being a road collision casualty.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Men and women being treated differently, in an unfair or inappropriate way, just because of their gender?	Yes

3.4 Race

3.4.1 Race - Differential Impact

Race	Relevant
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3.4.2 Race - Impact

Describe how the Policy meets the needs of Individuals from different ethnic backgrounds?	Certain South Asian communities represent the highest absolute casualty numbers, and are also overrepresented when indexed against the population of the city and also noticeably overrepresented among resident drivers involved in collisions. The Road Safety Strategy contains proposals to target South Asian communities with appropriate road safety education.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	MAST area profiles data (covering collisions from 2008 to 2012).
Have you received any other feedback about the Policy in meeting the needs of Individuals from different ethnic backgrounds?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Policy and the way it affects Individuals from different ethnic backgrounds which needs highlighting?	No

3.4.3 Race - Consultation

Have you obtained the views of Individuals from different ethnic backgrounds on the impact of the Policy?	Yes
If so, how did you obtain these views?	An extensive 15 week public consultation exercise was completed. Publicity material about the consultation was targeted at communities that have been identified as being most vulnerable to road traffic collisions. Leaflets were distributed at 91 places of worship and 65 community centres in wards which have the highest casualty rates.
Have you obtained the views of relevant stakeholders on the impact of the Policy on Individuals from different ethnic backgrounds?	Yes

If so, how did you obtain these views?	<p>An extensive database of stakeholders was contacted about the Road Safety Strategy Consultation. This included groups representing the South Asian community including:</p> <p>Birmingham Asian Resource Centre Indian Community Development Network Institute of Asian Businesses Kashmiri Community Empowerment Network Pakistani Community Development Network U.K. Asian Women's Centre</p> <p>As well as a substantial number of religious organisations and places of worship.</p> <p>A limited number of views were received, but feedback was positive regarding proposals to work with communities where casualty rates are highest.</p>
Is there anything about the Policy and the way it affects Individuals from different ethnic backgrounds which needs highlighting?	No

3.4.4 Race - Additional Work

Do you need any more information to complete the assessment?	No
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Policy has a role in preventing Individuals from different ethnic backgrounds being treated differently, in an unfair or inappropriate way, just because of their ethnicity?	No
Do you think that the Policy could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	No

3.5 Concluding Statement on Full Assessment

All schemes proposed within the Road Safety Strategy are provided as a public good and are available for all members of the community and visitors alike to use. Transport proposals are supported by promotion, education and training provided by the Behaviour Change Team within Transportation Services in partnership with organisations in the Birmingham Road Safety Partnership (BRSP). Individual schemes will be subject to further screening for equalities analysis.

Those identified within the strategy as being most vulnerable to road traffic collisions, also frequently fall within the protected characteristics. These groups will be positively impacted by the proposals in the strategy and the subsequent delivery of activities through the BRSP.

It is considered that there are no aspects of the Road Safety Strategy that could contribute to inequality. The facilities and measures proposed are for all users and none are excluded. No measures are considered to discriminate against protected groups in terms of age, race, gender reassignment, sexual orientation, sex, pregnancy or maternity or disability. Any individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes as appropriate.

A comprehensive public consultation has been carried out on the draft strategy which further highlighted the views of individuals and stakeholders on road safety issues. As a result a number of amendments have been integrated into the final version of the strategy to ensure it better meets the needs of those most vulnerable to road traffic collisions.

4 Review Date

04/09/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.