

Equality Impact Analysis Record Form 2022 – Derbyshire County Council

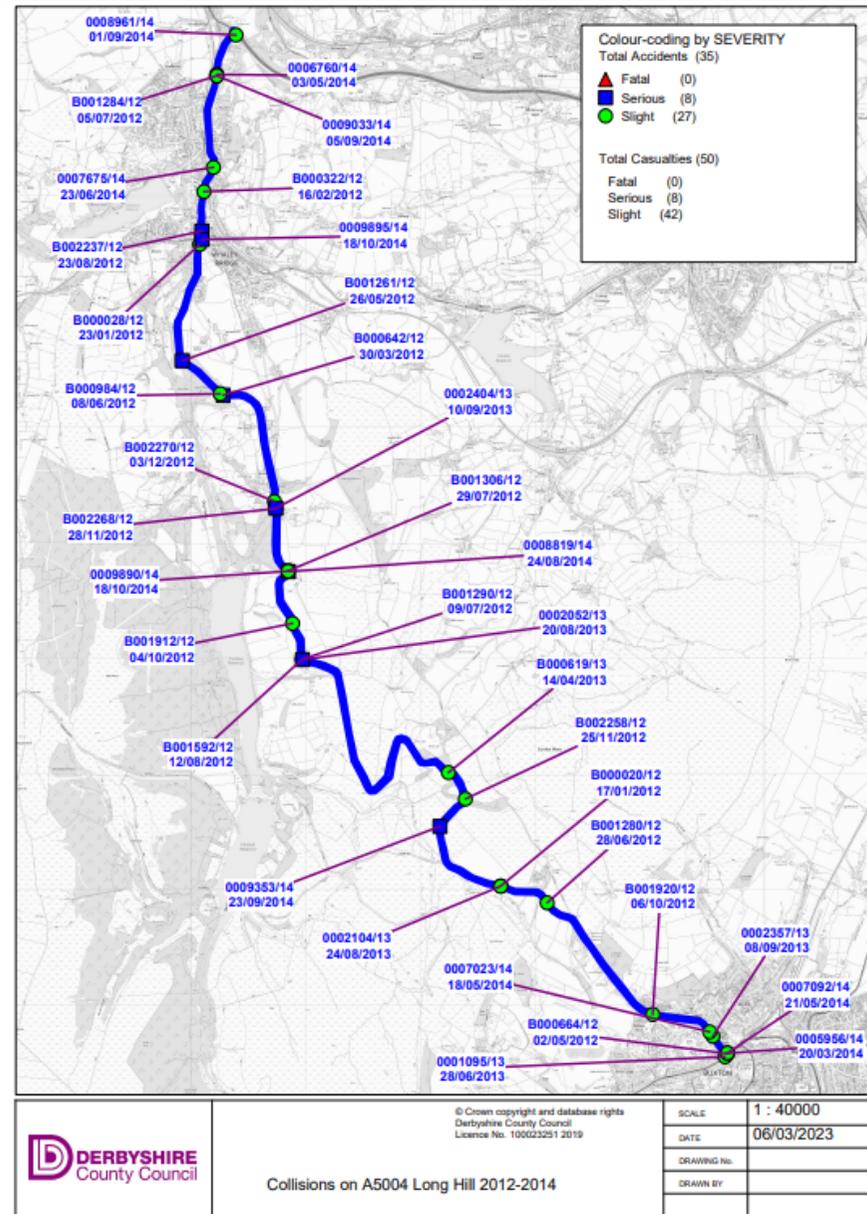
Introduction and context

Policy/ Service under development/ review	Place				
Department/ Corporate	Transportation Strategy				
Lead officer	Gary Thompson				
EIA Team:	Gary Thompson, Alan Marsden, Steve Alcock, James Cross, James Hardy, Jack Dean and Vanessa Ball				
Date analysis commenced:	15 th May 2023	Date completed:		Date approved:	

Part 1. About the service/ policy or function and the reason for the EIA

What is the purpose of the service, policy, or function?
<p>This Equality Impact Analysis (EIA) refers to the Authority's Safer Roads Fund programme focused on two principal roads being funded by the Department for Transport:</p> <ul style="list-style-type: none">• A5004 - Buxton to Whaley Bridge (Long Hill)• A5012 – Cromford to Newhaven (Via Gellia) <p>The primary purpose of the Safer Roads Fund programme is to reduce death and serious injuries of those involved in a road collision by delivery of practical road improvement measures. The proposed road safety measures have been identified by a technical exercise using VIDA software and through local engineering judgement. This EIA seeks to ensure that equality, diversity, and inclusion considerations are reviewed and inform the design and implementation of the proposed safety measures.</p>

Are there any proposals to change these?



Safer Roads Fund Project: A5004 Long Hill Route

The A5004 extends from Buxton in the south to Whaley Bridge to the north of High Peak District. The project does not seek to change the purpose of the A5004 as a principal road route; but it does seek to implement safety measures to reduce the number and severity of road collisions.

The location of the collisions within the SRF baseline year (2012-2014) are shown in the figure (left). The collision data for following years shows that casualties have reduced but the same categories of collisions are occurring. A holistic approach to casualty reduction is proposed for the route rather than addressing collision blackspots.

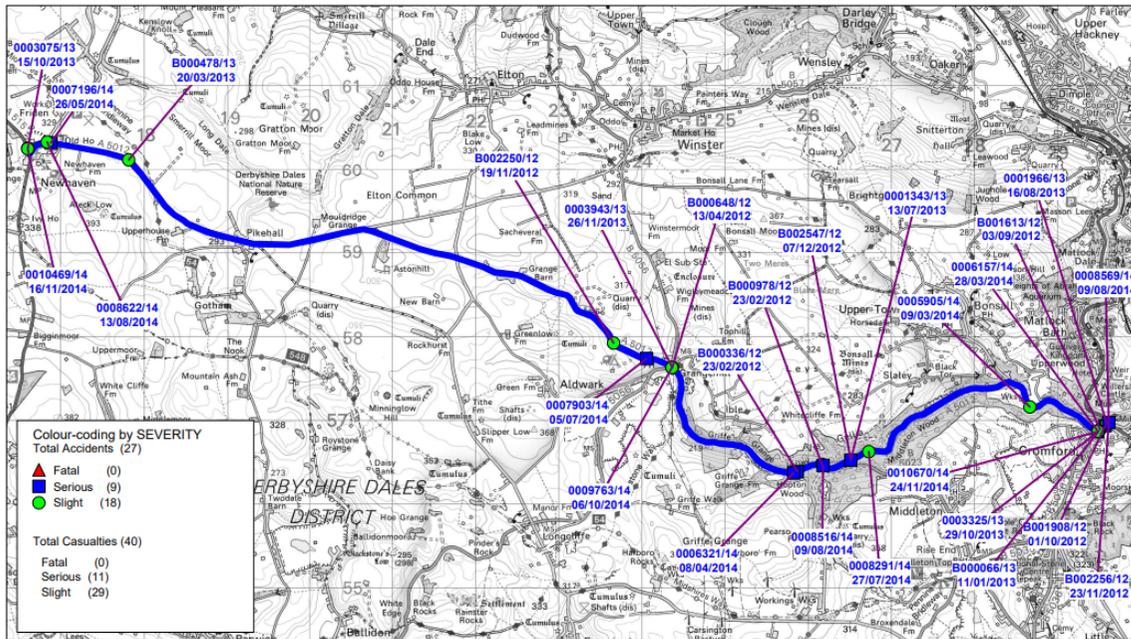
The proposed measures are:

- Buxton town centre where works will seek to improve pedestrian facilities, pedestrian and cycle facilities and a new roundabout junction to address collisions.
- Average speed cameras will be installed along the route to influence driver behaviour to adopt a lower speed when within the higher speed sections of the A5004, including enforcement of the 40mph speed limit through Fernilee.
- Improvements to pedestrian facilities will be made at some side road junctions within Whaley Bridge to aid pedestrian movements at difficult side road junctions.
- Road signing and road markings will be reviewed and improved along the route to aid driver awareness of hazards ahead.
- The clearance of trees and other roadside hazards will also be attempted but will be subject to the consent of adjacent landowners.
- Vehicle restraint systems will also be reviewed and upgraded with bike guards as appropriate.
- Old Road, an adopted highway that has fallen into disrepair, will be improved to enable it to be passable by traffic but particularly targeting cyclists which don't wish to use the A5004 route.
- PROW landings will also be improved subject to landowner consent.

Safer Roads Fund Project: A5012 Via Gellia Route

The A5012 extends from Cromford in the east to Newhaven in the west. The location of the collisions within the SRF baseline years (2012-2014) are shown below. A holistic approach to casualty reduction is proposed for the route rather than addressing collision blackspots.

The proposed measures are:



- Re-marking of the road markings along the entire route to make them more durable against HGV traffic.
- Average speed cameras are proposed to change driver behaviour and adherence to the new and existing speed limits. The proposal also includes the creation of a 40mph section in the vicinity of Grange Mill Junction and a reduction of the national speed limit section west of Grange Mill from 60mph to 50mph to join up with the existing 50mph speed limit at Newhaven on the A515.
- Junction changes will also be made at Bonsall (to aid pedestrian movements), Grange Mill (through signalisation of the junction) and at Newhaven (by creating a ghost island right turn lane facility and modifying the junction footprint).
- Changes will also be made to the double white line system to help protect those crossing at the High Peak Trail crossing point.
- PROW crossings and landings will also be improved (if funding permits).
- Road signing and road markings will be reviewed and improved along the route to aid driver awareness of hazards ahead.
- The clearance of trees and other roadside hazards will also be attempted but will be subject to the consent of adjacent landowners.
- Vehicle restraint systems will also be reviewed and upgraded with bike guard as appropriate.



Collisions on A5012 Via Gellia 2012-2014

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SCALE	1 : 50000
DATE	07/03/2023
DRAWING No.	
DRAWN BY	

Part 2. Supporting evidence about impact

What is presently known about how the current service or policy impacts upon people with a protected characteristic, people from disadvantaged communities, armed forces personnel and other groups outlined in the Council's guidance for EIAs?

The Safer Roads Fund schemes are intended to reduce risk to all road users by taking a long-term holistic approach to highway safety along both routes. Although the project seeks to reduce the severity and number of all collisions, there are trends associated with age across Derbyshire which can be reviewed through this EIA:

- Vulnerable road users (pedestrians, pedal cyclists, and motorcyclists) made up just over a third of all casualties in Derbyshire, but 60% of killed and seriously injured casualties.
- Groups showing continual decline of killed and seriously injured casualties were motorcyclists, adult pedal cyclists, goods vehicles, older drivers, alcohol related collisions and collisions on the motorway.

Therefore, all the protected groups seem to be affected by and would benefit from the installation of safety interventions along both routes.

Please detail the sources for the above information

- **RAC Foundation in combination with the Safer Roads Foundation.** https://www.racfoundation.org/wp-content/uploads/Tackling_high_risk_regional_roads_safer_roads_fund_full_report_Oct_2018.pdf
- **Derbyshire Casualty Report.** <https://www.saferroadsderbyshire.org.uk/site-elements/documents/pdf/derby-and-derbyshire-casualty-report-2021.pdf>
- <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-older-and-younger-driver-factsheets-2021/reported-road-casualties-in-great-britain-older-driver-factsheet-2021>
- <https://observatory.derbyshire.gov.uk/>
- <https://www.ons.gov.uk/visualisations/censusareachanges/E07000037/> | <https://www.ons.gov.uk/visualisations/censusareachanges/E07000035/>

Is consultation planned/ has consultation take place? If yes, what is this telling us about the likely impact on the protected characteristic and other communities/ groups etc.?

- DCC Consultation: A5004 online public consultation feedback and exhibitions 1st December 2022 to 15th January 2023.
- DCC Consultation: A5012 public consultation feedback and exhibitions 27th February to 26th March 2023.

If there is insufficient information to determine likely impact, what information is needed and how will it be obtained in the future?

As a casualty reduction project, the County Council monitors collisions along the route and understands the measures that can be installed to reduce them in line with national design standards.

Part 3. Analysing and assessing the impact by equality Protected Characteristic group

Use the information, customer feedback and other evidence to determine upon whom the policy/ service and any proposed changes will impact upon and how, highlighting where these have a negative, positive or no impact, including where this could constitute unfair treatment, limit access, or result in additional inequality or disadvantage, hardship, or exclusion.

For any identified negative potential impact, you must provide details of any action or options which could mitigate against this, and in serious cases, you should highlight where the Council would be advised not to proceed with a new or changing policy or service, including any proposals which are being considered.

Please use your action plan towards the rear of this document to record the action and the monitoring that will take place to deliver or identify appropriate mitigation.

<i>Protected Characteristic or Group</i>	<i>Positive impact</i>	<i>Negative impact</i>	<i>No impact</i>
All protected characteristics	The road safety measures on both the A5004 and A5012 have been assessed as having a positive impact on reducing the number and severity of road collisions which will be a positive benefit for all road users.		
(Please describe)	The types of measures have been selected using VIDA software which recommends the most appropriate measures to tackle existing road collision problems irrespective of the characteristics of people involved.		
Age	Measures that improve safety for pedestrian and cyclists on both the A5004 and A5012 corridors will have a positive benefit for the safety of pedestrians and cyclists of all ages and abilities.		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
	<p>The signalisation of the A5012/ Grange Mill junction includes the provision of street lighting. This will support improved community and road safety during the hours of darkness. The signalisation will also incorporate a Pegasus crossing on the eastern side of the junction to aid equestrian users to travel safely on movements between Ible and the bridleway leading to the south from the junction.</p> <p>The Clatterway junction improvement is aimed at all user/characteristic groups.</p> <p>'Copenhagen' style junction improvements along Manchester Road and within Whaley Bridge are aimed at improving facilities for pedestrians and cyclists but will benefit all types of user and characteristic groups.</p> <p>The surfacing of Old Road will directly benefit cyclists and pedestrians but will also benefit those within the characteristic groups.</p> <p>The hardening of landings for PROW will benefit all users</p>		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
	<p>including those within the characteristic groups.</p> <p>Evidence from other routes where average speed cameras have been introduced found that greater adherence to the signed speed limit is observed which leads to improved safety for all ages of road user.</p>		
(Please describe)	<p>Both the A5004 and A5012 are principal travel corridors utilised by people of all ages for both local and longer journeys by different travel modes, either as drivers, passengers, pedestrians, cyclists, or equestrian users. We know from Department for Transport analysis of collisions across Great Britain that there is a higher casualty rate for younger and older drivers across Great Britain. Therefore, measures which provide a safer environment for all ages, may have an increased positive benefit on these two routes because both High Peak District and Derbyshire Dales District populations contain higher proportions of older ages ranges: being between 20% and 40% higher than the national average.</p>		
Disability	<p>Currently, there is no continuous footway alongside the A5004. Therefore, the creation of a surfaced route via Old Road along a low traffic route provides more opportunities for all people, including people with mobility impairment or vision impaired people to walk or cycle along the route.</p> <p>The creation of 'Copenhagen' style junctions within both Buxton and Whaley Bridge give priority to pedestrians and cyclists crossing side roads. These encourage</p>		<p>A sausage island at A5012/ Clatterway will be provided to improve crossing for pedestrians. There is no current onward off-road pedestrian route to Bonsall at this location. Therefore, it is not proposed to provide tactile paving at this location because there is no accessible facility to guide visually impaired people to; and by doing so could make the existing situation more dangerous.</p> <p>Similarly, where rural public rights of way join or routes cross the</p>

Protected Characteristic or Group	Positive impact	Negative impact	No impact
	<p>vehicles to give-way behind the footway which makes it easier for all road users to cross in greater safety. The location of these will be chosen where there is good visibility to ensure that vehicles do not wait on the footway which could be particularly hazardous for disabled people.</p> <p>Highway designs will incorporate tactile paving and dropped crossings at all junction or business accesses.</p> <p>The Signalisation of the Grange Mill junction will also make it safer for cyclists/equestrians crossing the junction to the bridleway on the southeast side of the junction. The phasing of the signals will create gaps in the traffic flows making it safer for other protected groups to cross the road at this location.</p>		A5004 and A5012, no provision for visually impaired pedestrians is to be provided in the form of tactile paving.
(Please describe)	There is no specific data about disabled drivers involved in collisions along these two routes. In 2021, 7.0% of High Peak and 6.0% of Derbyshire Dales residents were identified as being disabled. The design standards contain relevant guidance to guide the design of infrastructure to be provided along the corridor.		
Gender re-assignment	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of Gender reassignment, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
Marriage & civil partnership¹	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of marriage and civil partnership, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		
Pregnancy & maternity	<p>There are no restrictions on travelling during pregnancy and therefore positive benefits identified elsewhere in this EIA are considered to apply to all people with and without this characteristic.</p> <p>Evidence suggests that women who are active during pregnancy is better for their health and mental well-being. Therefore, the measures which provide a safer environment for walking and cycling are considered to provide a positive benefit.</p>		
(Please describe)	There is no specific data about whether those suffering collision injuries along these two routes are pregnant or have recently given birth. However, the positive impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		
Race & ethnicity	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.		

¹ Under EA 2010 – someone in a CP must not be treated less favourably than a married person

Protected Characteristic or Group	Positive impact	Negative impact	No impact
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of race and ethnicity, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		
Religion/ belief²	St John's Church at Buxton will have alterations to the highway directly outside to build a new junction, should this measure proceed. Engagement will be required with the Church about the proposals and any restrictions to avoid impact on accessing the Church during the construction period can be included within project contract documentation.		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of religion/ belief, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis. The assessment group has identified that engagement with St John's Church, Buxton will be required to avoid impact on accessing Church services during the construction period.		
Sex or gender³	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic. Average speed cameras may provide a more positive impact on males who ride motorcycles due to them being more likely to be involved in a motorcycle collision.		

² Under EA 2010 – must also consider non-religious belief

³ Sex and gender can be used at different times depending upon whether you are referring to the EA 2010 and the different duties which exist

Protected Characteristic or Group	Positive impact	Negative impact	No impact
(Please describe)	<p>A5004 Long Hill Collision Data demonstrates: Between 01/01/ 2012 and 31/12/2014 there were 60 drivers of vehicles involved in collisions. There were 41 collisions involving car drivers:</p> <ul style="list-style-type: none"> • 63% were male • 37% were female <p>There were 11 collisions involving motorcyclists:</p> <ul style="list-style-type: none"> • All were male <p>There were 4 collisions involving pedal cyclists:</p> <ul style="list-style-type: none"> • 3 were male, 1 female <p>There were 2 goods vehicle drivers:</p> <ul style="list-style-type: none"> • Both drivers were male <p>A5012 Via Gellia Collision Data Between 01/01/ 2012 and 31/12/2014 there were 55 drivers of vehicles involved in collisions. There were 41 car drivers:</p> <ul style="list-style-type: none"> • 68% were male • 32% were female <p>There were 6 collisions involving motorcyclists:</p> <ul style="list-style-type: none"> • All were male <p>There were 4 collisions involving pedal cyclists:</p> <ul style="list-style-type: none"> • All were male <p>There were 3 goods vehicle drivers:</p> <ul style="list-style-type: none"> • All were male <p>The installation of average speed cameras will benefit all users of the highway including those within the various characteristic groups.</p>		
Sexual orientation	Positive impacts identified elsewhere in this EIA are of benefit to all people with and without this characteristic.		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on the grounds of sexual orientation, but that the impacts which have been identified could affect people with and without this characteristic as outlined elsewhere in this analysis.		

Protected Characteristic or Group	Positive impact	Negative impact	No impact
Human Rights	N/A		
(Please describe)	The funding provided for the Safer Roads Fund has been ring-fenced to the delivery of road safety measures on the two routes. Therefore, there is no decision or assessment required to whether this funding should be used for other purposes.		
Armed Forces personnel/ households	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on Armed Forces personnel/ households.		
Users of British Sign Languages	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on users of British Sign Languages.		
DCC Employees	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on DCC employees. The White Hall Activity centre is located off the A5004 route, but it also has an access from Whaley Bridge via local roads. It is not thought that access to the centre would be an issue therefore, but engagement with the site operators will be made during the construction phases.		
Community and Voluntary sector organisations working with protected characteristic groups	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on Community and Voluntary sector organisations working with protected characteristic groups.		
Other not listed above	N/A		
(Please describe)	The assessment group has not identified any proposals that will have a material adverse impact on other non-listed groups.		

Part 4. Summary of main findings

- None of the measures have been determined to have a detrimental impact on the protected characteristic groups.
- The implementation of average speed enforcement systems will lead to a reduction in the number and severity of collisions and collision casualties along both routes and provide a positive benefit for all road users including those in the above protected characteristic groups.
- Other safety interventions targeted at cyclists and pedestrians will make the highway environment safer for their use. This would benefit all people or group of people within the EIA characteristic groups.

Are there any recommendations for changes to proposals?

No changes are proposed.

Part 5. Proposed Equality Action Plan

Please complete this Action Plan to outline any mitigation you intend to take.

Issue identified	Action required to reduce impact/ mitigate	Timescale and responsibility	Monitoring and review arrangements
Detailed design of the safety interventions is still ongoing	Ensure that the design complies with DCC and national standards	On-going – Kevin Parkes, Head of Professional Services	As part of the design review process
Check the Contractor's construction stage plan to determine impacts on the EIA protected groups	DCC review of the contractor's proposals	Following receipt of tenders	By site supervisors
Monitor use of the routes by cyclists and pedestrians of the difference protected groups	Ad-hoc survey	Following installation	Monitoring equipment by the roadside or ad-hoc traffic surveys
Reduction in the number and severity of the collisions and collision injuries along both routes.	Monitoring and analysis of the collision data supplied by the Police.	On-going	Monitoring and analysis of the collision data supplied by the Police.

Date and outcome of any Cabinet/ Cabinet Member or Council Report to which this was attached and their decision:

This EIA will be incorporated into a Cabinet Report timed for consideration by Members in Summer 2023.

Checklist for EIA

Action/ checks	Date	Name
1 st draft agreed		An earlier Cabinet Report dated 8 September 2022: Safer Roads Fund Project - A5012 "Via Gellia" Cromford to Newhaven (Minute No. 155/22 refers) and A5004 Long Hill Buxton to Whaley Bridge (Minute No. 156/22 refers) indicated that an EIA wouldn't be undertaken until the public consultation had been completed and the detailed design progressed for both projects. Hence, this is the earliest that the EIA could be undertaken to assess the impact of the safety interventions on the protected groups.
Consultation completed	26 th March 2023	
2 nd draft agreed	15 th May 2023/16 th June 2023	Original draft agreed in May but brought into a new format for EIA in June.
Forwarded to Policy & Research	14 th June 2023	John Cowings
Comments received from Policy & Research	19 th June 2023	No comments
Forwarded to HR	19 th June 2023	Angela Kirkham
Comments received from HR	19 th June 2023	No comments
Forwarded to Legal Services	20 th June 2023	Sarah Bond

Comments received from Legal Services	21 st June 2023	No comments.
EIA revised in light of above (if applicable)	21 st June 2023	Not applicable
Signed off by DMT/ Senior Officer/ CMT	12 th July 2023	Dave Massey
Authorised for Cabinet or another committee	11 th August 2023	Julian Gould
Uploaded to Derbyshire Democracy site		
Decision noted		
Final copy forwarded to Policy for uploading to website		
Monitoring and review after 6/12 months		