

## EQUALITY ANALYSIS QUALITY ASSURANCE CHECKLIST

<b>Name of 'proposal' and how has it been implemented</b> (proposal can be a policy, service, function, strategy, project, procedure, restructure/savings proposal)	<b>Borough Wide 20mph Limit</b>
<b>Directorate / Service</b>	<b>CLC / Transport and Highways</b>
<b>Lead Officer</b>	<b>Tom Rawlings, Road Safety Engineer</b>
<b>Signed Off By (inc date)</b>	<b>Jamie Blake, Service Head, Public Realm</b>
<b>Summary – to be completed at the end of completing the QA (using Appendix A)</b> (Please provide a summary of the findings of the Quality Assurance checklist. What has happened as a result of the QA? For example, based on the QA a Full EA will be undertaken or, based on the QA a Full EA will not be undertaken as due regard to the nine protected groups is embedded in the proposal and the proposal has low relevance to equalities)	<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="width: 20px; height: 20px; background-color: green; margin-right: 10px;"></div> <p><b>Proceed with implementation</b></p> </div> <p>As a result of performing the QA checklist, the policy, project or function does not appear to have any adverse effects on people who share <i>Protected Characteristics</i> and no further actions are recommended at this stage.</p>

Stage	Checklist Area / Question	Yes / No / Unsure	Comment (If the answer is no/unsure, please ask the question to the SPP Service Manager or nominated equality lead to clarify)
<b>1</b>	<b>Overview of Proposal</b>		
a	Are the outcomes of the proposals clear?	Yes	This proposal sets out the rationale for 20mph as the standard speed limits in the Borough's residential area, implementation of this proposal, timetable and financial

			<p>implications. It recommends:</p> <ul style="list-style-type: none"> <li>• To approve a public consultation exercise to be published in EEL in advance of and to inform Cabinet in February 2015</li> <li>• To approve a letter to Transport for London requesting the inclusion of The London Road Network (red route) with the Borough 20mph limit</li> <li>• To approve the implementation of a Borough wide 20mph speed limit</li> </ul>
b	Is it clear who will be or is likely to be affected by what is being proposed (inc service users and staff)? Is there information about the equality profile of those affected?	Yes	<p>If this proposal is agreed, residents will be consulted about the introduction of 20mph speed limits in the Borough.</p> <p>If the Borough-wide 20mph limit is introduced, collisions may be avoided and road users including vulnerable road users (e.g. pedestrians, cyclists, people with disabilities and motorcyclists) will be protected. In 2013, there were 1020 casualties from 932 personal injury collisions. 65% of the casualties (660) were vulnerable road users: cyclist (254), pedestrians (192) and motor powered two wheelers (214).</p>
<b>2</b>	<b>Monitoring / Collecting Evidence / Data and Consultation</b>		
a	Is there reliable qualitative and quantitative data to support claims made about impacts?	Yes	'Setting Local Speed Limits' by the Department for Transport states that there is clear evidence of the effect of lowering traffic speeds on the reduction of collisions and casualties.
	Is there sufficient evidence of local/regional/national research that can inform the analysis?	Yes	<p>The data shows that personal injury collisions in the Borough have been increasing since a low in the mid-2000s with an average of 133 Killed or Seriously Injured (KSI) and 956 personal injury collisions per year over that period.</p> <p>Our data show that 70% reduction of collisions have been achieved within some 20mph zones.</p> <p>The proposal is consistent with recommendations in the TfL Road Safety Plan 2012 which provides regional evidence.</p>
b	Has a reasonable attempt been made to ensure	Yes	Local data have been analysed and consultation will be held

	relevant knowledge and expertise (people, teams and partners) have been involved in the analysis?		involving the Traffic Police and TfL; expert teams have been involved.
c	Is there clear evidence of consultation with stakeholders and users from groups affected by the proposal?	Yes	The report indicates that consultation is proceeding in parallel to the committee decision process in order to inform the final Cabinet decision.
<b>3</b>	<b>Assessing Impact and Analysis</b>		
a	Are there clear links between the sources of evidence (information, data etc) and the interpretation of impact amongst the nine protected characteristics?	Yes	Evidence has been taken from TfL Road Safety Plan and RAC research documents.
b	Is there a clear understanding of the way in which proposals applied in the same way can have unequal impact on different groups?	Yes	If the 20mph limit is introduced, all groups will be positively affected – some more vulnerable groups will benefit considerably more than others.
<b>4</b>	<b>Mitigation and Improvement Action Plan</b>		
a	Is there an agreed action plan?	Yes	A timetable for implementation and awareness raising, including consultation, is included in the report.
b	Have alternative options been explored	Yes	A 'Do nothing' option has been considered but will not achieve any benefits; the option builds .
<b>5</b>	<b>Quality Assurance and Monitoring</b>		
a	Are there arrangements in place to review or audit the implementation of the proposal?	Yes	The total collisions and KSI collisions will continue to be monitored at 6 and 12 months after implementation and compared to the before situation.
b	Is it clear how the progress will be monitored to track impact across the protected characteristics??	Yes	The total collisions and KSI collisions will continue to be monitored on a 3 year moving average to capture general trends.
<b>6</b>	<b>Reporting Outcomes and Action Plan</b>		
a	Does the executive summary contain sufficient information on the key findings arising from the assessment?	Yes	The report includes the data of the collisions in the Borough.

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