



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

METRO MAYOR
LIVERPOOL CITY REGION

Liverpool City Region Combined Authority

Equality Impact Assessment Template

Section 1: Your Details

EIA Lead Officer (name and title)	Suzanne Cain, Transport Policy Coordinator
AD/Head of Service (name and title)	Claire Blott, Head of Policy Coordination
Date	28 September 2021

Section 2: Summary of proposal

What is the title of this assessment?

Liverpool City Region Road Safety Strategy 2021 – 2040

Please provide a short, clear summary of what is being assessed.

The Strategy is centred on the importance of safe roads to delivering a modern, integrated transport system, connecting people to employment, education and leisure to support and grow the economy.

Will this be submitted to the Combined Authority, Transport Committee, or Merseytravel? Yes/no (delete as applicable)

If “yes”, please provide the name and date of the meeting

Transport Committee – 11 November 2021

Combined Authority – 26 November 2021

Section 3: Initial Screening

Is the proposal likely to impact on the way The Liverpool City Region Combined Authority is showing “due regard” to three aims of the Public Sector Equality Duty (PSED)? Please select relevant box or boxes, by double clicking the box and selecting “checked”.

- eliminating unlawful discrimination, harassment, and victimisation;
- advancing equality of opportunity
- fostering good relations between different groups of people.

If you have checked one or more of the above boxes, please **proceed to section 4**. Otherwise, consider if it is likely to have a significant impact on any of the protected characteristics?

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

- Socio-economic factors -

If you have checked one or more of the above boxes, please **proceed to section 4**.

If you have not identified any impacts on either the PSED or the protected characteristics, the initial screening is complete. Full screening (sections 4-6) is not required, the rest of the EIA template does not need to be completed, and you can **go straight to Section 7**.

Section 4: Beneficiaries and Objectives

Who should benefit from the proposals, and how does the proposal fit with The Liverpool City Region Combined Authority's aims and objectives?

It proposes a step change in our approach, with a clear recognition that deaths and serious injuries on the road are preventable and that they are neither acceptable nor inevitable. It includes a bold target that we will reduce the number and severity of road traffic collisions, working to an overall Vision Zero target that by 2040 **no one** will be killed or seriously injured on the roads in the Liverpool City Region.

It accords with the Corporate Plan principle of a region that is fairer, stronger, and cleaner - with no one left behind. And while the transport elements of safer roads are self-evident, the focus is as much on health, wellbeing and equality. Additionally, it recognises the importance of collaborative working to support the development of plans to create a safer city region and ensure that LCRCA policy decisions take account of these priorities.

Section 5: Impact

- a) Could the proposal have a positive or negative impact on any of the protected characteristics (race, gender, disability, gender reassignment, age, pregnancy and maternity, religion and belief, sexual orientation)? Please list in the table below (add more rows if required) and include actions required to mitigate any potential negative impact.

Which group(s) of people could be affected	Potential positive or negative impact	Action required to mitigate any potential negative impact	Lead person	Timescale	Resource implications
Older people	Positive				
Younger people	Positive				
Disabled people	Positive				

b) If there are no negative impacts, what is your reasoning behind this?

The ethos of the Vision Zero approach is that no road user should be killed or seriously injured (KSI) through a preventable collision. Whilst recognising that people make mistakes which can lead to crashes, no one should die or be seriously injured on the road as a result of these mistakes.

Traditionally we have focused on reducing KSIs through defined *thematic groups*; categories of road user identified by analysis of road collision data as being more vulnerable. This has included “Senior Road Users”, and “Young and Novice Drivers”, alongside the traditional activity such as child pedestrian training (e.g. Green Cross Code), hence the inclusion of the age groups identified in section a.

With respect to disabled people, the Strategy also highlights the dangers of pavement parking, and poorly designed neighbourhoods which make spaces more difficult to navigate; we need to give people the opportunity and freedom to enjoy urban public spaces, with new infrastructure built to standards that maximise integration, comfort and safety.

The Safe Systems approach focuses on reducing danger at source, hence to indication that the potential impact of the Strategy is “positive” for these groups.

Section 6: Evidence

What research / data / information have you used in support of this process? Add detail about links to evidence or provide actual summary, rather than simply giving the title of the research. Remember that your evidence is important – you should not rely solely on your gut instinct.

Data analysis is at the heart of MRSP activity. For example, use of analytical mapping software, allows us to combine Stats19 (road safety data collated by DfT) and socio-demographic data, to identify which road users have the highest casualty rate within a specific area, and subsequently identify where these vulnerable road users live.

This highlights not so much the people most at risk, but helps us to target enforcement and engineering solutions where they are most needed.

By ensuring the streets and roads of the City Region are attractive for all road users, we can encourage a shift in transportation modes and empower communities to navigate their area safely and confidently whilst reducing danger and therefore casualty rates.

Research is also central to the development of the Strategy. For example, research has shown that 20mph limits are generally well received, and are most effective where traffic signs are accompanied by road markings, and more so where there are traffic calming features such as road narrowing or speed humps. Such research is clearly identified, where most relevant, throughout the Strategy.

Section 7: Next Steps

Send this form to your AD/HoS for them to forward to:
performance@liverpoolcityregion-ca.gov.uk

This is essentially the sign off procedure. By submitting this form, the named officer and the AD/HoS are agreeing to the content of the assessment. All completed EIAs are available on [OnePlace](#)

Make sure all the actions are acknowledged in appropriate service and/or other plan.