

Borough of Poole Equality Impact Assessment

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| Function: | Road Safety |
| Service Unit | Transportation Services |
| Names & roles of officers/ partners undertaking EQIA: | Elaine Buckley – Business & Performance Manager, Ken Pearce Principal Manager, Martin Baker – Team Leader (Traffic Signals Services Manager. |
| Date completed: | 24 March 2009 |
| Aims of the <u>Function</u> | |
| <p>The aims of the function are to reduce casualties and facilitate the safe use of the highway.</p> <p>It aims to benefit residents and visitors to Poole.</p> <p>Steve Tite, Principal Manager is responsible for the function and it is implemented by the Traffic Section. Together with its partners the Council is investing in measures to make the roads safer. The investment in Education, training and publicity campaigns together with physical measures on the road designed to reduce casualties. In addition other measures, such as Safety Cameras, are used to enable targeted enforcement (by the police). Some of these measures are used to achieve casualty reduction. There are Government targets for this which the Council is pursuing. The Government actively supports and encourages this work by providing capital funding through the Road Safety Fund.</p> <p>In addition to actively working to reduce the number of people injured the Traffic Section is working with schools to promote safe and sustainable modes. This is achieved by schools developing School Travel Plans with the support of the Council.</p> | |

| Equality Strand | EQIA Evidence | SM |
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People from different age groups

Key findings:

- 5 Poole was the best performing local highway authority in the SW region in 2007/08. The number of casualties in Poole totalled 563 in 2008, of which 500 were slight injuries and 63 were killed or serious injuries (KSIs). A total of 48 injuries (8.5%) were child injuries (0-15 age group) and 160 (28.4%) involved young people. The majority (287 or 51%) were in the 25-59 age group.
- 6 The overall national target for 2010 is for a reduction to 41 of people who are killed or seriously injured (KSIs).
- 7 The South West Road Safety Indicator 11 = 12% (Percentage of the population aged 16-24 receiving education support (driver/rider) is driven by the relative over-representation of this 16-24 age group in the casualty figures, particularly as this group make up nearly a quarter of all KSIs.
- 8 It is difficult to judge the effectiveness, particularly of drink/drive radio advertising.

Current mitigating actions/ positive actions

- 5 Working towards Government set out targets for the reduction of killed or seriously injured in road traffic collisions.
- 6 Driver training "Pass Plus" for young drivers (targeted at Young drivers).
- 7 Driver awareness training Drive 55+ is provided for older drivers.
- 8 Cycle training in a number of schools.
- 9 School Travel Plans written in conjunction with the schools to reduce the number of accidents associated with the journey to school and to encourage walking and cycling as an alternative to being driven to school. A good example being Walking Buses.
- 10 Designate Safety areas outside schools as "school zones." We already have these zones currently at the following schools: Ashdown/Haymoor, Broadstone First, Springdale, Canford Heath/Longspee, Turlin Moor, Heatherlands, Manorside, St Aldhelm's and Lilliput. Also rollout of school zones/20mph zones.
- 11 We have an ongoing programme of 2-3 school zones per year
- 12 We have a "Work outside Schools" (WoS) group jointly chaired by Martin Baker and Nick Ellis which oversees a rolling programme of minor improvements to the infrastructure around schools.
- 13 Fully trained School Crossing Patrols are provided at 27 schools.
- 14 Three scaled Road Safety layout models of a crossing with traffic lights and school crossing equipment. These are loaned out to first schools, pre-schools and nurseries to aid road safety education.
- 15 We did a substantial amount of publicity at the time the rules around Child Car Seats changed.
- 16 Change in law ref. Mobile phone use while driving – increased and regular radio advertising/bus back advertising. Now £60+3 penalty points
- 17 Increased number of campaigns from DfT means possible coverage all months of the year. Agreement to focus on Seatbelts, Drink Driving, Drug Driving, Speed and Occupational Road Risk: Key Stage 4 and above. Utilising other forms of advertising e.g. The Scene Magazine and working jointly with Bournemouth Borough Council e.g. Driving Test Centre. Also joining forces with local authorities/Dorset Safety Camera Partnership/Dorset Fire & Rescue services e.g. Wave 105 – drink/drive campaign.
- 18 Mobile phones use while driving – more high profile publicity and advertising campaigns have been rolled out due to changes in legislation.
- 19 Pass Plus Poole aimed at newly qualified drivers - £75 subsidy running for 3 years, with 30 Advanced Driving Instructors (ADIs). 160 places available/ 160 places on offer for each of subsequent 2 years. Scheme, which was launched in January 2008, is backed by the Government's Driving Standards Agency and Insurers to encourage newly qualified drivers to become better drivers
- 20 The "Buzz" Theatre in Education (TIE) workshop is extremely effective at delivering messages to pre-drivers, and we will continue financial support

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| Disabled people | <p>Key findings</p> <ul style="list-style-type: none"> -5 'Review of the road safety of disabled children and adults' 2002 found generally, little research was identified. There is some evidence to suggest that children with hearing or vision impairments are at increased risk of involvement in road accidents. One study, for example, found that vision impaired children had over four times the risk of injury in pedestrian accidents as children with normal vision (Roberts and Norton, 1995). Children with Attention Deficit Hyperactivity Disorder (ADHD) have also been found to be over-represented among child casualties from pedestrian and cycling accidents. The risk of fatal pedestrian accidents among adults with learning difficulties appears to be two to three times greater than among the general population, although this finding is based on just one study.No local data on the number of disabled people involved in road traffic collisions as this is not currently collected by the Police. -6 Review showed data on the prevalence of various disabilities among children and adults, their accident involvement and their exposure are largely unavailable. It is, therefore, difficult to quantify the extent to which disabled people are at risk of road accident involvement compared with their nondisabled peers. -7 Poole's Positive about Disability consultation and Poole's Learning Disability Partnership Board have raised issues about feeling safe out and about. -8 Currently the only way disability is recorded on the Accident Reporting Forms is through the Contributory Factor 810 –where as one of the multiple factors that culminated in the eventual accident, Disability or Illness, mental or physical was recorded as a significant contributory factor. Only 5 such accidents have been recorded since new coding came into force in Dorset Jan 2006. As these numbers are so low it is not currently possible to set targets or easily monitor this group. -9 The Getting About Group is also being consulted about signalised pedestrian crossings as our Best Value (BV)165 indicator was low in comparison to other authorities, although there was some debate about how accurately these had been measured. <p>Current mitigating actions/ positive actions</p> <ul style="list-style-type: none"> -5 Engineering measures such as dropped kerbs tactile paving to provide essential safety information (e.g., the blister surface which warns vision-impaired people of the presence of dropped kerbs), and audible signals at pedestrian crossings. -10 The Getting About Group (formerly Disabled Design Group) was established to help plan schemes involving the highway. The group includes people with different disabilities who are consulted at the planning stage. One member of the group who is blind has been particularly helpful in identifying deficiencies in schemes for visually impaired people. -11 We are members of Bournemouth and Poole ITT (Independent Travel Training) Network, working towards extending the practice of ITT into the Secondary Sector. -12 Risk assessments are undertaken of all wheelchairs and their users for passengers transported on Council vehicles and Council contractors' vehicles. This includes adults using Social Care transport, community transport passengers and schoolchildren. | <p>To roa dis</p> <p>To Ab res acc cro</p> |
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| People of different faith or belief | Key findings: - No data collected Current mitigating actions/ positive actions -5 Church groups have participated in road safety training initiatives -6 Liaised with Borough of Poole (BoP) Chaplaincy re scheme to support victims /families/friends following a fatal RTC. Transportation was involved in making a DVD which aims to illustrate how BoP Chaplaincy work can benefit the community. Possible involvement in producing a leaflet as well.(Awaiting production) | | |
| Gender / Trans people | Key findings: -7 Statistically women are safer drivers than men with men having more road traffic collisions than women. In 2008 there were 344 (61%) male/ casualties and 219 (39%) female casualties (Total 563). The figures for KSIs are 68% young males: 32% young females (Total 63). Current mitigating actions/ positive actions -8 Driver training in schools is targeted at young drivers, particularly males, as this is the highest risk group -9 We provide advice on seat belt usage & in-car safety to all, including young/old/pregnant/child car seats etc. -10 Transportation also organise regular baby seat check days – advisory role. Campaigns ongoing to coincide with recent changes in legislation. Compliance issues raised within presentations @ The College. Also working with Dorset Fire and Rescue Service on baby seat check days e.g. @ Sainsbury’s car park and @ ToysRus and on multi agency awareness raising days e.g. in Poole High Street, to promote national campaigns. There will be increased publicity for these events. -11 Theatre in Education workshops and advertising primarily aimed at young male drivers and young female passengers. | | To roa on ser inv ove 3-y ba |
| Black and minority ethnic people | Key findings: -5 The Department for Transport publication: “A guide to engaging with your community” (2007). This document (page 150) gives a breakdown of the % main ethnic groups in Poole and these vary from 0.01% for “Other Black” to 0.25% for Chinese. -6 Foreign registered vehicles – account for 1% of casualty total over last 4 years. There is no data about % of foreign vehicles compared with overall traffic volumes -7 Started collecting Ethnicity casualty data from 1 st Jan 2009. Current mitigating actions/ positive actions -5 Road safety leaflets are available for translation via Language Line Road safety information on the website call also be translated into different languages. | | To eth roa |
| Lesbian, Gay or Bisexual people | Key findings: -6 No data collected Current mitigating actions/ positive actions | | |
| Review date: | 2010/11 | Sent record to PERD Rep and Improvement and Policy | |