

WORCESTERSHIRE COUNTY COUNCIL EQUALITY IMPACT RELEVANCE SCREENING

This exercise is not an Equality Impact Assessment (EIA). It is a desktop screening exercise designed to establish if you need to carry out an EIA. When completing the screening please use plain English avoiding the use of acronyms or jargon. Any documents referred to should be attached to this screening form.

Remember, throughout this exercise the term 'policy' (or 'policies') is used as shorthand for 'policies, practices, activities, strategies, plans, projects, procedures, functions and protocols'. It therefore needs to be interpreted broadly to embrace the full range of functions, activities, plans and decisions for which the County Council is responsible.

For help completing this screening please refer to the County Council's [EIA Guidance document](#) available on SID.

Part One: basic information needed to identify the policy and prepare for screening

1.1	Directorate and Section/Unit:	WCC Environment and Infrastructure
1.2	Title of the policy being screened:	A4440 Worcester Southern Link Road (SLR) Phase 4
1.3	Screening by:	Derek Carter
1.4	Date of screening:	10/11/2016
1.5	Summary of policy objectives	<p>The A4440 Worcester SLR Dualling Phase 4 scheme, once delivered, will:</p> <ul style="list-style-type: none">• Unlock the potential of the A4440 Worcester SLR by removing the capacity constraint at Temeside Way;• Support the growth of the economy of Worcestershire and the surrounding area by reducing travel times and costs imposed on businesses, transport operators and other network users by the current and forecast traffic congestion on the A4440 Worcester SLR;• Improve the resilience of the transport network to extreme weather events and unforeseen disruptions, particularly flood incidents;• Support the delivery of the planned growth set out in SWDP up to 2030. This includes development sites, such as Worcester West urban

		<p>extension and North-East Malvern (totaling 3,000 dwellings and 15 hectares of employment land);</p> <ul style="list-style-type: none"> • Improve the performance and attractiveness to users of the A4440 Worcester SLR as a bypass for Worcester City centre, thereby helping to better manage traffic conditions in the constrained central area; • Improve access to the Strategic Road Network from areas to the west and north west of Worcester, including Malvern Hills District, Herefordshire and parts of the Welsh Marches; • Improve access to key hubs, including Birmingham International Airport and Worcestershire Parkway Station (and therefore further improving important links to Manchester, Cross Country the south); and • To reduce transport-related emissions of carbon dioxide and other greenhouse gases in Worcester City centre.
1.6	Related policies/functions:	<i>None</i>
1.7	To which section of the Directorate or Corporate "business/service plan" does this policy relate?	Economy and Infrastructure
1.8	Is this a new or existing policy?	<i>New</i>
1.9	Does the policy affect service users, employees, the wider community, or a combination of these?	<i>Service Users</i>
1.10	Who is formally responsible for the delivery of this policy? If different, who is responsible for leading on the delivery?	<p>Delivery - Rachel Hill (SRO)</p> <p>Leading – Derek Carter (Project Manager)</p>
1.11	What (if any) previous consultation has been carried out for this policy? Who was consulted and when?	<p>Non-motorised Users (NMU) audit undertaken as part of concept design stage and submitted as part of the Road Safety Audit – stage 1</p> <p>Mark Kelly/Martin Rowe (WCC E&I) – pedestrian and cycle facilities including new footbridge. Consultation throughout concept design stage April – Aug</p>

		2016 Sally Everest (WCC Network Control) – junction layout and standard cross section of carriageway. Consultation throughout concept design stage April – Aug 2016.
1.12	Is equality monitoring in place for this policy?	No

Part Two: The purpose of the following exercise is to assess the potential relevance of the policy in the lives of staff and/or residents who have one or more of the following "Protected Characteristics":
Age, Disability, Gender Reassignment, Marriage/Civil Partnership, Pregnancy/maternity, Race, Religion/Belief, Sex and Sexual Orientation.

The questions in this section ask you to consider factors you will need to take into account in assessing the relevance of the policy in the lives of people who have one or more of the Protected Characteristics. The answers you provide will help you determine whether you will need to carry out an Equality Impact Assessment.

		Yes	No	Details and comments
2.1	Could this policy have a significant impact on service delivery or other aspects of daily life for people because they have one or more of the Protected Characteristics listed above?	X		Pedestrians and users of motorised scooters who use footpaths and rely on well-sited pedestrian crossings and footbridges
2.2	Does the policy involve a significant commitment, or reduction, of resources?	X		
2.3	Does the policy relate to an area where inequalities are already known to exist?		X	Much of this development will take place in non-residential areas

2.4 Is there any evidence of potential or actual unplanned variations in the participation levels or use of the policy between different groups (Existing policies only)?

Characteristic	Yes	No	Details, including what information you have based your answer on
Age		X	
Disability		X	
Gender reassignment		X	
Marriage/Civil Partnership		X	
Pregnancy/maternity		X	
Race		X	
Religion or belief		X	
Sexual orientation		X	
Sex		X	

If the answer to question 2.3 is "yes" or "could be yes" then you **must complete an EIA**.

For existing policies, if the answer to question 2.4 is "yes" or "could be yes" then you **must complete an EIA**.

If the answer to questions 2.1 or 2.2 is "yes" or "could be yes" then you may need to complete an EIA. Please refer to Section 3 of the [EIA Guidance document](#) for further clarification on when an EIA should be completed.

2.5 Based on the factors above, is an Equality Impact Assessment required for this policy?

Yes	
No	X

An EIA is not always needed. Where you have decided that an assessment is not required please clearly summarise the reasons for your decision, including any factors you have taken into account, in the box below. Please then ensure this screening form is signed-off by your line manager and sent to the Corporate Equality and Diversity Team for publication.

EIA not required: reasons and additional comments

1. As part of the concept design phase for the scheme an NMU Context Report and audit was undertaken. The audit recommended a number of actions to be considered during the next phase of design including, but not limited to: -
 - The gradients to the underpass beneath Temeside Way at the Ketch roundabout should be reduced and flat landing areas introduced at 10m intervals as per the DfT guidelines.
 - Provision of guardrails on embankment; handrails on the ramps to aid pedestrians as per DfT Inclusive Mobility guidelines.
 - Increase shared footway/cycleway width to a minimum of 3m as per TA 90/05, however, Worcestershire CC Highways Design Guide recommends shared pedestrian/cycleways to be 3.5m wide.
 - Upgrade existing off-road NCN 46 route to minimum standards of 3m as per Sustrans Design Manual guidance, and upgrade existing pelican crossing to a Toucan crossing to create connectivity between northbound and southbound routes.
 - Consideration needs to be given to the provision of a footbridge or underpass across Temeside Way at Powick roundabout to connect Temeside Way and the footway on Malvern Road that will become cut-off under the proposals. The existing footway on Malvern Road (south) should also be tied-in to the proposed design.
2. The assessment and award of the contract for design and construction includes the contractor's response on how their organisation will implement WCC's Corporate Policies and the Public Services (Social Value) Act. Areas for consideration include, but not limited to:
 - Training and Employment Opportunities;
 - Using local supply chain/how much will be sub-contracted?
 - Working with local schools and colleges to provide work experience opportunities and work placements; support for careers days, etc.
 - Opportunities for local community engagement/information.
 - Minimising disruption

3. The scheme will provide improvements to the existing shared cycle/pedestrian footway located on the north embankment of the Southern Link Road. A new footbridge and associated ramps will be provided at Powick roundabout to connect the National Cycle Network (NCN) Route 46 across Malvern Road and Bath Road. All at-grade crossings on Ketch roundabout and Powick roundabout will be considered and improved to meet current standards and design guidance.

Signed (completing Officer/Manager):

Date:

Signed (Line Manager):

Date: