



Equality Impact Assessment

The Equality Impact Assessment Guidance **must** be used when completing this form:

http://intranet.aware.mps/Corporate/Policy/Territorial_Policing/SOP/Equality_Impact_Assessment_SOPs.htm

Freedom of Information Act Document

Protective Marking: Not protectively marked

Publication (Y/N): Yes

Title: Road Death Investigation Policy

Summary: This policy and its associated standard operating procedure sets out the responsibilities and instructions for investigating road deaths

Branch / OCU: CO15 – Roads Policing Policy Unit

Date created: Jan 2011

Review date: Jan 2014

Version: 3

Directorate/Department/Borough/OCU: CO15 Traffic OCU

Name, type or title of proposal (If a corporate policy, a policy workbook must also be completed):
Review of the road death investigation policy and SOP

1. Aims and Purpose of Proposal - see Step 1 of the Guidance

This policy and its associated Standard Operating Procedure (SOP) set out the responsibilities and instructions for investigating road death and is a review of the 2005 policy and Standard Operating Procedure.

The review is necessary to ensure that the policy and SOP are up to date and fit for purpose. The investigation into a road death has built in checks and safeguards.

2. Examination of Available Information – see Step 2 of the Guidance.

The Road Death Investigation Policy and SOP are supported by various manuals and guidance such as:

Collision Investigation Unit (CIU) Manual of Guidance

National Policing Improvement Agency (NPIA) Road Death Investigation Manual 2007

London Homicide Manual

3. Consultation/Involvement - see Step 3 of the Guidance

a. Who is responsible for managing this consultation/involvement?

The Roads Policing Policy Unit – CO15 Traffic

b. Why is this consultation/involvement taking place?

It is a legal requirement.

c.	Who is included within the consultation/involvement, including which group(s)? Consider beneficiaries, stakeholders, service users or providers and those who may be affected. The following organisations and departments were consulted: Metropolitan Police Authority (MPA) Professional Standards Directorate of Professional Standards (DPS) (Prevention and Reduction Team) Metropolitan Police Service (MPS) HR-3 (4) Driver Training Hendon DPS Special Investigations Team Crown Prosecution Service (CPS) Policy Directorate MPS CO 16 Traffic Criminal Justice Unit (CJU), Senior Traffic CJU Manager London Fire Brigade (LFB) Policy Unit Victim Support London BRAKE Road Safety Charity Diversity and Citizen Focus Directorate (DCFD)
d.	What methods of consultation/involvement are employed to ensure full information sharing and participation, e.g. surveys, interviews, community meetings? The Policy and SOP were forwarded to the consultees by email for their consideration and feed back.
e.	What are the results of the consultation/involvement? How are these fed back into the process? The responses are recorded on an Excel Spreadsheet.

4. Screening Process for relevance to Diversity or Equality issues - see Step 4 of the Guidance

(i)	Will the proposal have significantly higher impact on a particular group, community or person the MPS serves or employs? Explain: Some faith groups or denominations require the body to be buried or cremated within 24 hours of death, or as soon as possible. In most cases they would probably be accommodated, however, there are occasions where the Coroner may insist on an extensive post mortem examination and as such, the body would only be released when that is completed. This would be explained to the family, or next of kin, by the Family Liaison Officer, (FLO). FLO's, as part of their training, are made aware of these issues and would be sensitive to them.
(ii)	Will any part of the proposal be directly or indirectly discriminatory? Explain: (i) Above could be seen to be indirectly discriminatory to some religious groups. However, the Coroner will make the final decision.
(iii)	Is the proposal likely to negatively affect equality of opportunity? Explain: No
(iv)	Is the proposal likely to adversely affect relations between any particular groups or between the MPS and those groups? Explain: While the decision to retain a body for the purposes of an extended post mortem examination is the decision of the coroner, MPS officers acting as the Coroner's officer may be seen to be acting without concern for those religious groups. The FLO's and investigating officers would explain to the next of kin the reasons behind this.
(v)	Are there any other community concerns, opportunities or risks to communities arising from the proposal?

Explain: No
(vi) Is the proposal likely to harm positive attitudes towards others and discourage their participation in public life? Explain: No
(vii) Is the proposal a major one in terms of scale or significance? Explain: Yes

From the answers supplied, you must decide if the proposal impacts upon diversity or equality issues. If yes, a full impact assessment is required. If no, complete the following box and enter a review date at the end of the form.

Full Impact Assessment Required	Yes <i>(delete as applicable)</i>
Signed:	Date: 21.11.2009
Supervised:	Date: 21.11.2009

5. Full Impact Assessment – see Step 5 of the Guidance

a) Explain the likely differential impact (whether intended or unintended, positive or negative) of the proposal on individual service users or citizens on account of:
Age: older people, children and young people.
Details: All accident figures which are initially gathered by the MPS are compiled by the Accident Analysis Unit which is part of Transport for London, (TfL). The accident figures which are published on a quarterly basis are freely available on the TfL, (Safer Streets), web site. Those accident figures do not show that a greater proportion of children or elderly people are casualties.
Disability in line with the Social Model.
Details: Those same accident figures do not show disabled casualties and there isn't any organisation that compiles accident statistics on disabled people. However, where disability is a contributory factor in an accident, then that is recorded.
Faith, religion or belief: those with a recognised belief system or no belief.
Details: Some faith groups or denominations require the body to be buried or cremated within 24 hours of death, or as soon as possible. In most cases they would probably be accommodated, however, there are occasions where the Coroner may insist on an extensive post mortem examination and as such, the body would only be released when that is completed. This would be explained to the family, or next of kin, by the Family Liaison Officer, (FLO). FLO's, as part of their training, are made aware of these issues and would be sensitive to them.
Gender or marital status: women and men.
Details: N/A
Race, ethnicity, colour, nationality or national origins.

	Details: The accident statistics appear to show that people from a poor and ethnic background have a higher risk of being a pedestrian casualty. TfL have been studying this for some time and are still trying to find the reasons for it.
	Sexual orientation, transgender or transsexual issues.
	Details: None
	Other issues, e.g. public transportation users, homeless people, asylum seekers, the economically disadvantaged, or other community groups not covered above.
	Details: Some faith groups or denominations require the body to be buried or cremated within 24 hours of death, or as soon as possible. In most cases they would probably be accommodated, however, there are occasions where the Coroner may insist on an extensive post mortem examination and as such, the body would only be released when that is completed. This would be explained to the family, or next of kin, by the Family Liaison Officer, (FLO). FLO's, as part of their training, are made aware of these issues and would be sensitive to them.
b)	Is the proposal directly or indirectly discriminatory? Is there a genuine occupational requirement?
	Details: No
c)	Explain how the proposal is intended to increase equality of opportunity by permitting positive action.
	Details: N/A
d)	Explain how the proposal is likely to promote good relations between different groups.
	Details: By education and liaison.
e)	Explain how the proposal is likely to promote positive attitudes towards others and encourage their participation in public life.
	Details: N/A
f)	Explain how the proposal enables decisions and practices to adequately reflect the service users perspective.
	Details: N/A

6. Modifications – see Step 6 of the Guidance

Could the proposal be modified to reduce or eliminate any identified negative impacts, or create or increase positive impacts? What improvements have been made?

As a result of consultation, the way in which fatal collisions and fatal police collisions are investigated have been amended to take into account various issues. All fatal and serious personal injury collisions are now investigated to a very high standard with CO15 Traffic having its own collision investigation unit led by a detective chief inspector.

7. Further Research - see Step 7 of the Guidance

Given the analysis so far, what additional research or consultation is required to investigate the impacts of the proposal on the diversity strands?

Collision statistics are closely monitored by Transport for London and in turn by all of the highway authorities in London.

8. Decision-making - see Step 8 of the Guidance

a.	Name, rank or grade of decision maker Roads Policing Policy Unit Inspector – CO15 Traffic		
b.	What is the Decision?		
	Reject the proposal		Yes / No <i>(delete as applicable)</i>
	Introduce the proposal		Yes / No <i>(delete as applicable)</i>
	Amend the proposal (an impact assessment should be made of any amendments)		Yes / No <i>(delete as applicable)</i>
c.	Name, rank or grade of SMT/(B)OCU/Management Board endorsing decision		

9. Monitoring - see Step 9 of the Guidance

a.	How will the implementation of the proposal be monitored and by whom?
	A 12-month monitoring report will be carried out by a member of the Roads Policing Policy Unit in consultation with the Collision Investigation Unit to ensure that the policy, SOP and equality/diversity perspective are being complied with.
b.	How will the results of monitoring be used to develop this proposal and its practices?
	The monitoring report will be published and any non compliance will be addressed
c.	What is the timetable for monitoring, with dates?
	A monitoring report will be produced at 12 monthly intervals

10. Public Availability of Report/Results - see Step 10 of the Guidance

What are the arrangements for publishing, where and by whom?

The MPS Strategy Unit will publish the EIA on the MPS Publication Scheme.