

**Executive Summary**

**Title of policy/decision**

*Enter the title as it appears on the decision paperwork*

**No Waiting at Any Time' Restrictions on Maltings Road, Great Baddow in the City of Chelmsford**

**Date**

*Enter date submitted to Equalities & Partnerships Team*

August 2023

**Policy/decision type**

*Delete as applicable*

Cabinet Decision / Cabinet Member Action (CMA)

**Overview of policy/decision**

*Summarise here the purpose and aims of the policy / decision (e.g. the proposed issue or change that you are equality impact assessing). Provide brief relevant contextual information, e.g. if the decision is to create a new service, describe the aims of the service and why it is being proposed; Or, similarly, if the proposal is to cease a service or buy a product, explain why this is.*

The issue was first identified as a problem for passenger transport in November 2019 and a wider congestion issue which impacted upon the Maltings Road bus service, has impacted in the intervening period

Currently, bus services operating through many of the residential areas of Great Baddow incur ad hoc and unpredictable delays due to hindrances to their accessibility; there are a number of schemes in various states of progress to address some of the most consistently problematic areas - this proposal is one of them and should enable buses to adhere more reliably to their registered schedules and contribute to local and central government aspirations for encouraging more journeys to be undertaken by sustainable modes rather than the private car.

Over recent years the bus route operating through Maltings Road has increasingly faced issues with regard to accessibility which has in turn resulted in the service becoming more unreliable and incurring extended journey times. As a consequence, passenger numbers have fallen, and the frequencies have steadily reduced. If the current circle of decline is not actively addressed it is a real possibility that the service could be lost completely, which will bring a negative impact on many local residents who have no alternative to the bus in order to achieve their day-to-day life needs. This decline in service level goes firmly against Essex's commitment to government contained within the Bus Service Improvement Plan.

Currently there are no restrictions on parking throughout the area, which results in inconsiderate actions by the local residents and their visitors. The problem has steadily become more acute over recent years with the rise in multi-car households.

The resultant parking in this area impacts a number of areas, including all around the junction corners off the circular intervention (hereinafter referred to as "roundabout"), as well as around the circumference of the roundabout and actually on its central refuge. Of the eight properties surrounding the roundabout six have access to off-road parking.

Such activity, aside from the impact on through access for larger vehicles, also represents a safety risk for children, elderly, the less mobile and visually impaired, who's forward

visibility of oncoming traffic can be impaired as can their physical ability to cross the road, where dropped kerbs are parked across.

Parking in such a manner is also in contravention of the highway code, which stipulates that parking should not occur on roundabouts, nor within 10 metres of a road junction (Essex Highways usually stipulate 15 metres). Local residents have acknowledged that they are aware that they should not park in this manner however, they feel it is acceptable as there is nothing to prevent them currently from doing so. It is important to keep in mind that there should be no automatic assumption that parking on the public highway is permissible – often it is allowed, where this does not impact negatively on the purpose of the highway which is to enable vehicles to ‘pass and repass’. These proposals will also cover the existing dropped kerbs for pedestrians to use, which means that the pedestrians will be seen and will no longer have to manoeuvre round parked vehicles to cross the road safely.

The Proposal is to provide No Waiting at Any Time (NWAAT) restrictions around the roundabout and to protect the approaches and exits for a distance of between 10-15 metres. It will also provide a bus stop cage marking, to ensure the accessibility of buses to and from the bus stop, enabling functional alignment with the kerb line and to protect the stop from the potential for displaced parking migrating to this point.

The proposed package has been suggested in order to improve accessibility for all large vehicles, including buses passing through Maltings Road. The presence of inconsiderately parked vehicles can be problematic throughout the day and is not restricted to any particular times.

**What outcomes is the policy/decision hoping to achieve**

*Describe what difference the decision will make on people, communities, localities.*

The proposal has undergone formal consultation to the public, including residents within the vicinity of the proposed changes. As objections have been received the Cabinet Member is asked to decide whether, on balance the proposal should be implemented. In light of the stated benefits and disbenefits when views from a holistic perspective. During the formal consultation, a total of 10 plus a petition responses were received. Out of these 10 plus 28 signatures on a petition (6 of whom wrote in separately) were objections and 1 with no comment. The County Member supports bus schemes.

Officers liaised with the County Member on this scheme and on request a further detailed email was sent to all that took time to contact Essex Highways.

As a result, a Cabinet Member Action report has been written, including the option to abandon the scheme. These comments are being considered in the report and the Cabinet Member is being asked to make a decision in light of these.

**Executive Director responsible for policy/decision**

*Delete as applicable*

**Mark Ash (Climate, Environment and Customer Services)**

**Cabinet Member responsible for policy/decision**

*Delete as applicable*

**Cllr Lee Scott (Highways Maintenance and Sustainable Transport)**

## Equalities Comprehensive Impact Assessment

<b>Is this a new policy/decision or a change to an existing one?</b> <i>Delete as applicable</i>			
<b>No</b>			
<b>How will the impact of the policy/decision be monitored and evaluated?</b> <i>Factors to consider include the systems set up to monitor any resulting Impact; timetable for action; how the findings will influence policy, practice and delivery; and how you intend to measure any proposed benefit(s) to health and wellbeing</i>			
Residents have been able to express their views about the scheme via the consultation process and through their local councillors. The scheme was brought to the IPTU team via bus operators who have brought this to the forefront and have the budget for implementation.			
<b>Will this policy/decision impact on:</b> <i>Tick as appropriate</i>		<b>Yes</b>	<b>No</b>
Service Users		x	
Employees			x
Wider community or groups of users		x	
<b>If the policy decision impacts on employees, provide details below and include potential impacts on identified groups later in the form</b>			
<b>N/A</b>			
<b>What strategic priorities will this policy/decision support?</b> <i>Delete as applicable</i>			
Strong, inclusive and sustainable economy / High quality of life and environment / Health, wellbeing and independence for all ages / Best start in life for children and families			
<b>What geographical areas of Essex will the policy/decision affect?</b> <i>Tick as appropriate</i>			
All Essex		Epping Forest	
Basildon		Harlow	
Braintree		Maldon	
Brentwood		Rochford	
Castle Point		Tendring	
Chelmsford		Uttlesford	
Colchester			

Digital Accessibility
<i>Accessibility regulations mean public sector organisations have a legal duty to make sure their websites and mobile applications meet accessibility requirements. Further guidance can be found in the council's <u><a href="#">Digital Accessibility Policy</a></u></i>
<b>Is the new or revised policy / decision linked to a digital service (website, system or application)?</b> <i>Delete as applicable</i>
No
<b>(If yes) What steps have you taken to meet the accessibility requirements?</b> <i>Outline the specific actions taken to meet the digital accessibility requirements – for further information visit <a href="https://accessibility.campaign.gov.uk/">https://accessibility.campaign.gov.uk/</a> or contact <a href="mailto:accessibility@essex.gov.uk">accessibility@essex.gov.uk</a></i>
N/A
<b>(If yes) How have you tested accessibility?</b> <i>Outline the actions taken to test accessibility.</i>
N/A
<b>(If yes) How will you monitor and maintain accessibility once it has gone live</b> <i>Outline how accessibility will be monitored and maintained</i>
N/A

## Equalities Comprehensive Impact Assessment

### Equalities - Groups With Protected Characteristics

For more information on protected characteristics <https://www.equalityhumanrights.com/en/equality-act/protected-characteristics>

#### Nature of impact

Select whether the policy / decision will have a positive or negative impact, or if there is no expected impact. If you are unsure what the nature of the impact will be at this stage select '**Too early for impact to be known**'. You should also consider impacts on health and wellbeing as part of this, including socio-economic impacts (see ECIA guidance for more information).

Characteristic	Positive	Negative	None	Too early for impact to be known
Age	x			
Disability (including learning disability, mental health issues, physical impairment and sensory impairment)	x			
Gender reassignment			x	
Marriage / Civil Partnership			x	
Pregnancy / maternity			x	
Race			x	
Religion / belief			x	
Sex	x			
Sexual orientation			x	

#### Extent of impact

Select whether the extent of impact of the policy / decision will be high, medium or low e.g.

- Scale of the activity - does it affect a large number of the population?
- Scale of the impact - does it affect people in one or more important aspects of their lives?
- Severity of the impact (even if it affects only a small number of people) - can it put some people in the community at a severe disadvantage?

If 'no impact' identified above, select N/A for that characteristic.

Characteristic	High	Medium	Low	N/A	Too early for impact to be known
Age			x		
Disability (including learning disability, mental health issues, physical impairment and sensory impairment)			x		
Gender reassignment				x	
Marriage / Civil Partnership				x	
Pregnancy / maternity				x	
Race				x	
Religion / belief				x	
Sex			x		
Sexual orientation				x	

#### Rationale for assessment, including data used to assess the impact

Outline how the assessments relating to impact were made. This should include how you assessed impacts on factors that influence people's health and wellbeing, particularly socio-economic factors (see ECIA guidance for more information). What data / insight was used to assess identified impacts? What does the evidence tell you about the people that the policy / decision is aimed at? If selecting '**Too early for impact to be known**' explain how impacts will be understood at a later point.

Age – Highway improvements benefit all road users, including both vehicular and pedestrian. Elderly residents and young people without access to a car will have improved mobility and access to amenities.

Disability – People with Learning disabilities will benefit from minor highway improvements by better access to the highway network and the City/County.

Age/Disability/Sex – proportionally more elderly, disabled and less mobile residents are regular bus users.

Additionally, proportionally more bus passengers are female rather than male. Hence improvements to the bus journey times and reliability will be likely to provide positive benefit to these personal characteristics.

**(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales**

*If any negative impacts have been identified, it is important to outline the steps that have been put in place to mitigate against these impacts. If no mitigation is practicable and the changed policy /decision will inevitably affect some group(s) more than the population in general, you must seek advice on the legality of the change*

N/A

**What actions have already been taken to mitigate any negative impacts?**

*For certain decisions, activity will have been taken prior to this assessment being undertaken to address any immediate issues. It's important to capture all actions taken to mitigate negative impacts.*

N/A

**How could you strengthen any positive impact(s)?**

By the introduction of these restrictions, it will keep the drop kerb pedestrian crossings on all four arms clear, providing forward visibility for pedestrians and easy access to cross the road opposed to trying to go between parked vehicles.

## Equalities Comprehensive Impact Assessment

### Levelling Up - Priority Areas & Cohorts

For more information on Levelling Up Plans and strategies [click here](#).

#### Nature of impact

Select whether the policy / decision will have a positive or negative impact, or if there is no expected impact. If you are unsure what the nature of the impact will be at this stage select 'Too early for impact to be known' You should also consider impacts on health and wellbeing as part of this, including socio-economic impacts (see ECIA guidance for more information).

Cohort / Area	Positive	Negative	None	Too early for impact to be known
Children and adults with SEND, learning disabilities or mental health conditions (taking an all-age approach)			X	
Children on Free School Meals			X	
Working families			X	
Young adults (16-25 who have not been in education, training or employment for around 6-12 months)	x			
Harlow			X	
Jaywick and Clacton			X	
Harwich			X	
Basildon (Town) housing estates			X	
Canvey Island			X	
Colchester (Town) - Housing Estates			X	
Rural North of the Braintree District			X	

#### Extent of impact

Select whether the extent of impact of the policy / decision will be high, medium or low e.g.

- Scale of the activity - does it affect a large number of the population?
- Scale of the impact - does it affect people in one or more important aspects of their lives?
- Severity of the impact (even if it affects only a small number of people) - can it put some people in the community at a severe disadvantage?

If no impact identified above, select N/A.

Cohort / Area	High	Medium	Low	N/A	Too early for impact to be known
Children and adults with SEND, learning disabilities or mental health conditions (taking an all-age approach)				X	
Children on Free School Meals				X	
Working families				X	
Young adults (16-25 who have not been in education, training or employment for around 6-12 months)			x		
Harlow				X	
Jaywick and Clacton				X	
Harwich				X	
Basildon (Town) housing estates				X	
Canvey Island				X	
Colchester (Town) - Housing Estates				X	

## Equalities Comprehensive Impact Assessment

Rural North of the Braintree District				X	
<b>Rationale for assessment, including data used to assess the impact</b> <i>Outline how the assessments relating to impact were made. This should include how you assessed impacts on factors that influence people's health and wellbeing, particularly socio-economic factors (see ECIA guidance for more information). What data / insight was used to assess identified impacts? What does the evidence tell you about the people that the policy / decision is aimed at? If selecting 'Too early for impact to be known' explain how impacts will be understood at a later point.</i>					
<p>At this moment in time the buses cannot pass through this estate at all times due to inconsiderate parking. This means that they are not always able to keep to their time table. The residents are currently parking on all the junctions and around the area which is being described as a roundabout. This means that buses are struggling (along with other larger vehicles) to manoeuvre safely through the estate.</p> <p>If the timetable cannot be kept to it will mean that if you could be late if you were meeting someone, attending appointments, catching another form of transport, trying to get to work or school. This can raise stress levels and blood pressure. To alleviate this and make catching a bus more attractive these measurements will have a positive impact.</p>					
<b>(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales</b> <i>If any negative impacts have been identified, it is important to outline the steps that have been put in place to mitigate against these impacts. If no mitigation is practicable and the changed policy /decision will inevitably affect some group(s) more than the population in general, you must seek advice on the legality of the change.</i>					
N/A					
<b>What actions have already been taken to mitigate any negative impacts?</b> <i>For certain decisions, activity will have been taken prior to this assessment being undertaken to address any immediate issues. It's important to capture all actions taken to mitigate negative impacts.</i>					
N/A					
<b>How could you strengthen any positive impact(s)?</b>					
<p>By the introduction of these restrictions, it will keep the drop kerb pedestrian crossings on all four arms clear, providing forward visibility for pedestrians and easy access to cross the road opposed to trying to go between parked vehicles. This will assist all groups of the public.</p>					

## Equalities Comprehensive Impact Assessment

### Equalities - Inclusion Health Groups and Other Priority Groups

For more information on health inequalities and health inclusion groups see ECIA guidance and [NHS England » Inclusion health groups](#)

#### Nature of impact

Select whether the policy / decision will have a positive or negative impact, or if there is no expected impact. If you are unsure what the nature of the impact will be at this stage select 'Too early for impact to be known'. You should consider impacts on health and wellbeing as part of this, including socio-economic impacts (see ECIA guidance for more information).

Group	Positive	Negative	None	Too early for impact to be known
Refugees / asylum seekers			x	
Homeless / rough sleepers			x	
People who experience drug and alcohol dependence			x	
Offenders / ex-offenders			x	
Victims of modern slavery			x	
Carers			x	
Looked after children / care leavers			x	
The armed forces community (serving personnel and their families, veterans, reservists and cadets)			x	
People who are unemployed / economically inactive	x			
People on low income	x			
Sex workers			x	
Ethnic minorities			x	
Gypsy, Roma, and Traveller communities			x	
People with multiple complex needs or multi-morbidities			x	

#### Extent of impact

Select whether the extent of impact of the policy / decision will be high, medium or low e.g.

- Scale of the activity - does it affect a large number of the population?

- Scale of the impact - does it affect people in one or more important aspects of their lives?

- Severity of the impact (even if it affects only a small number of people) - can it put some people in the community at a severe disadvantage?

If no impact identified above, select N/A.

Group	High	Medium	Low	N/A	Too early for impact to be known
Refugees / asylum seekers				x	
Homeless / rough sleepers				x	
People who experience drug and alcohol dependence				x	
Offenders / ex-offenders				x	
Victims of modern slavery				x	
Looked after children / care leavers				x	
The armed forces community (serving personnel and their families, veterans, reservists and cadets)				x	
People who are unemployed / economically inactive			x		
People on low income			x		
Sex workers				x	
Ethnic minorities				x	
Gypsy, Roma and Traveller communities				x	

## Equalities Comprehensive Impact Assessment

People with multiple complex needs or multi-morbidities				x	
<b>Rationale for assessment, including data used to assess the impact</b> <i>Outline how the assessments relating to impact were made. This should include how you assessed impacts on factors that influence people's health and wellbeing, particularly socio-economic factors (see ECIA guidance for more information). What data / insight was used to assess identified impacts? What does the evidence tell you about the people that the policy / decision is aimed at? If selecting 'Too early for impact to be known' explain how impacts will be understood at a later point.</i>					
<p>The proposed scheme will have no major impacts on the groups identified above – however no and low income families/residents are less likely to have private transportation and thus tend to be more reliant on passenger transport to meet their daily needs such as employment, education, healthcare and day to day living activities.</p>					
<b>(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales</b> <i>If any negative impacts have been identified, it is important to outline the steps that have been put in place to mitigate against these impacts. If no mitigation is practicable and the changed policy /decision will inevitably affect some group(s) more than the population in general, you must seek advice on the legality of the change.</i>					
N/A					
<b>What actions have already been taken to mitigate any negative impacts?</b> <i>For certain decisions, activity will have been taken prior to this assessment being undertaken to address any immediate issues. It's important to capture all actions taken to mitigate negative impacts.</i>					
N/A					
<b>How could you strengthen any positive impact(s)?</b>					
<p>By the introduction of these restrictions, it will keep the drop kerb pedestrian crossings on all four arms clear, providing forward visibility for pedestrians and easy access to cross the road opposed to trying to go between parked vehicles.</p>					

### Equalities - Geographical Groups

**Deprivation:** The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation in England and is part of a suite of outputs that form the Indices of Deprivation (IoD). It follows an established methodological framework in broadly defining deprivation to encompass a wide range of an individual's living conditions. People may be considered to be living in poverty if they lack the financial resources to meet their needs, whereas people can be regarded as deprived if they lack any kind of resources, not just income. Across Essex an estimated 123,640 residents live in the most deprived quintile (20%) nationally, equivalent to 8.6% of the total population. Health outcomes among residents of the most deprived areas are significantly worse than in the least deprived areas and there is, on average, a 12-year gap in life expectancy between the most and least deprived areas [of the county https://data.essex.gov.uk/dataset/2w89n/indices-of-multiple-deprivation-imd-2019-full-report](https://data.essex.gov.uk/dataset/2w89n/indices-of-multiple-deprivation-imd-2019-full-report).

**Rural/Urban:** The Rural-Urban definition (DEFRA) introduced in 2004, defines urban areas as settlements of over 10,000 people. Other settlements are defined as one of three rural types: town and fringe, village or hamlet, and dispersed. <https://www.gov.uk/government/statistics/the-rural-urban-definition>

**Coastal:** ONS provides the following definition: Seaside towns are those with a tourist beach and associated visitor attractions while the other coastal towns include those focused on other activities such as being a port town or industrial town. For further information <https://www.ons.gov.uk/businessindustryandtrade/tourismindustry/datasets/coastaltownsinenglandandwales> <https://data.essex.gov.uk/dataset/e1kmd/essex-economic-commission-dealing-with-challenges-of-coastal-communities-in-greater-essex>

#### Nature of impact

Select whether the policy / decision will have a positive or negative impact, or if there is no expected impact. If you are unsure what the nature of the impact will be at this stage select 'Impacts not yet known'. You should also consider impacts on health and wellbeing as part of this, including socio-economic impacts (see ECIA guidance for more information).

Group	Positive	Negative	None	Too early for impact to be known
People living in areas of high deprivation	x			
People living in rural or isolated areas			x	
People living in coastal areas			x	
People living in urban or over-populated areas	x			

#### Extent of impact

Select whether the extent of impact of the policy / decision will be high, medium or low e.g.

- Scale of the activity - does it affect a large number of the population?

- Scale of the impact - does it affect people in one or more important aspects of their lives? - Severity of the impact (even if it affects only a small number of people) - can it put some people in the community at a severe disadvantage? If not impact identified above, select N/A.

Group	High	Medium	Low	N/A	Too early for impact to be known
People living in areas of high deprivation			x		
People living in rural or isolated areas				x	
People living in coastal areas				x	
People living in urban or over-populated areas			x		

#### Rationale for assessment, including data used to assess the impact

Outline how the assessments relating to impact were made. This should include how you assessed impacts on factors that influence people's health and wellbeing, particularly socio-economic factors (see ECIA guidance for more information). What data / insight was used to assess identified impacts? What does the evidence tell you about the people that the policy / decision is aimed at? If selecting 'Too early for impact to be known' explain how impacts will be understood at a later point.

The proposed restrictions are along a route with congestion the expected benefits are most likely to impact urban residents, however, these benefits can be extended to those visiting the area. The benefits will also be realised by persons using all modes of transport in the overall free movement along this popular route into Chelmsford City Centre and beyond.

**(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales**

*If any negative impacts have been identified, it is important to outline the steps that have been put in place to mitigate against these impacts. If no mitigation is practicable and the changed policy /decision will inevitably affect some group(s) more than the population in general, you must seek advice on the legality of the change.*

N/A

**What actions have already been taken to mitigate any negative impacts?**

*For certain decisions, activity will have been taken prior to this assessment being undertaken to address any immediate issues. It's important to capture all actions taken to mitigate negative impacts.*

N/A

**How could you strengthen any positive impact(s)?**

By the introduction of these restrictions, it will keep the drop kerb pedestrian crossings on all four arms clear, providing forward visibility for pedestrians and easy access to cross the road opposed to trying to go between parked vehicles.

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### Families

#### Nature of impact

Select whether the policy / decision will have a positive or negative impact, or if there is no expected impact. If you are unsure what the nature of the impact will be at this stage select 'Too early for impact to be known'. You should also consider impacts on health and wellbeing as part of this, including socio-economic impacts (see ECIA guidance for more information).

Group	Positive	Negative	None	Too early for impact to be known
Family formation (e.g. becoming or living as a couple, the ability to live with or apart from children)			x	
Families going through key transitions (e.g. becoming parents, getting married, fostering or adopting, bereavement, redundancy, new caring responsibilities, onset of a long-term health condition)			x	
Family members' ability to play a full role in family life (e.g. fulfilling parenting and other caring responsibilities)			x	
Families before, during and after couple separation			x	
Families most at risk of deterioration of relationship quality and breakdown			x	

#### Extent of impact

Select whether the extent of impact of the policy / decision will be high, medium or low e.g.

- Scale of the activity - does it affect a large number of the population?
- Scale of the impact - does it affect people in one or more important aspects of their lives?
- Severity of the impact (even if it affects only a small number of people) - can it put some people in the community at a severe disadvantage?

If no impact identified above, select N/A.

Group	High	Medium	Low	N/A	Too early for impact to be known
Family formation (e.g. becoming or living as a couple, the ability to live with or apart from children)				x	
Families going through key transitions (e.g. becoming parents, getting married, fostering or adopting, bereavement, redundancy, new caring responsibilities, onset of a long-term health condition)				x	
Family members' ability to play a full role in family life (e.g. fulfilling parenting and other caring responsibilities)				x	
Families before, during and after couple separation				x	
Families most at risk of deterioration of relationship quality and breakdown				x	

#### Rationale for assessment, including data used to assess the impact

Outline how the assessments relating to impact were made. This should include how you assessed impacts on factors that influence family health and wellbeing, including socio-economic factors (see ECIA guidance for more information). What data / insight was used to assess identified impacts? What does the evidence tell you about the people that the policy / decision is aimed at? If selecting 'Too early for impact to be known' explain how impacts will be understood at a later point.

The proposed scheme will have no particular impacts on the groups identified above

**(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales**

*If any negative impacts have been identified, it is important to outline the steps that have been put in place to mitigate against these impacts. If no mitigation is practicable and the changed policy /decision will inevitably affect some group(s) more than the population in general, you must seek advice on the legality of the change.*

N/A

**What actions have already been taken to mitigate any negative impacts?**

*For certain decisions, activity will have been taken prior to this assessment being undertaken to address any immediate issues. It's important to capture all actions taken to mitigate negative impacts.*

N/A

**How could you strengthen any positive impact(s)?**

By the introduction of these restrictions, it will keep the drop kerb pedestrian crossings on all four arms clear, providing forward visibility for pedestrians and easy access to cross the road opposed to trying to go between parked vehicles.

**Climate**

For more information on Energy, Climate and the Environment visit

<https://www.essex.gov.uk/topic/energy-climate-environment>

**SECTION 1: Does your decision/policy involve development or re-development of buildings or infrastructure?**

*Delete as applicable*

**No**

**(If yes) Have you calculated the predicted operational energy demand and the carbon emissions (both operational and embodied) impact of the development/infrastructure/building?** *Delete as applicable*

**No**

➤ **(If yes) Please provide details**

➤ **(If no) Please carry out an evaluation of energy and carbon and revise your proposal in light of the questions below**

**(If yes) Does your proposal align with the Net Zero Carbon (in operation) definition being promoted through best practice and emerging planning responses at ECC?** The definition of this can be found in the [ECIA guidance](#).

➤ **(If yes) Please provide details. This would include:**

- calculations of predicted operational energy demand and consumption
- carbon dioxide emissions based on the final design and specification of the development
- calculation of annual renewable energy generation
- outline measures to be taken that will minimise energy demand and mitigate against any residual carbon impact
- Steps to increase energy efficiency
- Renewable energy sources for heating

**Yes – reducing car travel by having a bus that can offer a better service and keep to time tables.**

➤ **(If no) Please revise specification of your proposal and refer to the [Essex Design Guide](#) for advice on how to design buildings and developments to be net zero carbon in operation**

**(If yes) Have you assessed the upfront embodied carbon emissions (building life cycle stages A1-A5) of your proposed project and have you set targets in line with best practice to reduce embodied carbon emissions?** For example this could include setting targets as per the [LETI Climate Emergency Design Guide](#), or setting targets to align with the [RIBA 2030 Climate Challenge](#).

➤ **(If yes) please provide details. This would include:**

- calculation of embodied carbon emissions using a RICS recognised tool e.g. [e.g. one click tool](#)
- measures taken to reduce embodied carbon emissions.

**Reduction of car emissions by encouraging members of public to use sustainable travel**

➤ **(If no) please revise your specification of your proposal to include an assessment of embodied carbon and measures to reduce the carbon impact**

**(If yes) Your development needs to be resilient to projected climate risks including flooding, overheating and subsidence. Please outline how you will achieve this?**

You need to consider:

- Risks from coastal erosion
- Risks from flooding and steps to counter these e.g. green infrastructure and sustainable drainage

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- Steps to counter water scarcity such as water efficient taps, toilets and appliances & water butts
- Steps to counter overheating such as build orientation, window shading, green walls and roofs

**Please provide details below:**

### **SECTION 2: Does your decision/policy take place in, or make use of, existing buildings or infrastructure?**

Delete as applicable

**No**

**(If yes)** The use of existing buildings will always have a climate impact because it requires energy consumption. Please outline how you will mitigate against this impact – you may wish to consider the following points:

- What is the current EPC rating of the building you're using?
- Can you measure current energy usage in a bid to manage the energy efficiency of a building – such as heating times/turning off lights
- Can you improve the energy efficiency of the building? This may include insulation such as cavity wall, loft or external wall, upgrades to heating systems (e.g. heat pumps and/or heating controls), LED bulbs or introducing renewable generation e.g. solar panels
- Can you use water efficiency measures such as low-pressure taps and water butts?
- Do you know how your energy is supplied? Do you know who your energy supplier is? Is it a green or renewable source? Consider on-site renewable sources where applicable

### **SECTION 3: Does your decision/policy involve elements connected to transport, travel or vehicles? This includes travel needs/requirements of both service users and staff (including staff you're planning to recruit) Delete as applicable**

No

**(If yes) Where are staff or service users coming from and how are they travelling?**

*Consider using local staff to reduce travel needs. Are you enabling staff to use public transport or active travel options (cycling or walking)? Where car journeys are essential, can staff or service users be incentivised to car share?*

Providing a bus service that can keep to their time table which makes them more reliable

**(If car travel is unavoidable) Are you specifying electric cars and vehicles?**

*If not, what is your transition plan to introduce electric vehicles?*

N/A

### **SECTION 4: Are you undertaking a procurement exercise?**

**No**

**(If yes) Please confirm for purchases over £100k that you have an energy management plan as part of your procurement**

Not applicable

**(If yes) Please list which climate TOMS (Themes, outcomes & measures) you have included in your procurement and the weighting these have been given**

**Does your decision/policy involve procurement of goods or materials?**

**No**

**(If yes) Do you know what products or materials you will be using and where these come from?**

*Materials and products all have different greenhouse gas impacts it is therefore important we consider the environmental performance when taking decisions.*

Yes

No

N/A

## Equalities Comprehensive Impact Assessment

Have you considered making use of goods/materials that already exist in the organisation, or using second-hand equipment?			x
Will you purchase goods that are durable and long lasting, and can be easily maintained or repaired?			x
Will you source goods/materials from a local provider where possible?			x
Will you use goods or materials made with recycled content and/or recyclable at the end of their life?			x
<b>SECTION 5: Will any waste be generated by this decision? This includes waste from construction, waste generated by service users/staff, and waste generated by replacing existing products/materials with new.</b>			
<b>no</b>			
<p><b>(If yes) Most of our activities will generate waste so it is important that this waste is managed properly. Generally, the more waste produced the greater the greenhouse gas impact. What approaches are in place to maximise reuse, recycling and composting of any waste generated by this decision? Please specify how you are:</b></p> <ul style="list-style-type: none"> <li>Measuring the amount of waste being generated and setting targets to reduce, for example setting reuse requirements</li> <li>Requiring recycling – such as setting targets for waste recycled, or providing facilities to recycle</li> <li>Operating the service in a digital way to reduce use of material resources</li> <li>Sharing goods and services with others to reduce resource use</li> <li>Donating or selling materials and products that are no longer required to keep them in use elsewhere</li> <li>Avoiding over-packaged or difficult to recycle goods.</li> <li>Avoid single-use items, in particular single use plastic</li> <li>Recycling and composting waste where applicable.</li> </ul>			
<b>Where will waste be treated and disposed of? This includes general rubbish and recycling.</b>			
<b>N/A</b>			
<b>Nature of impact</b>			
<i>Select whether the policy / decision will have a positive or negative impact, or if there is no expected impact</i>			
<b>Group</b>	<b>Positive</b>	<b>Negative</b>	<b>None</b>
Built Environment / Energy			x
Sustainable Transport / Travel	x		
Waste			x
Other			x
<b>Extent of impact</b>			
<i>Select whether the extent of impact of the policy / decision will be high, medium or low e.g.</i>			
<i>- Scale of the activity - does it affect a large number of the population?</i>			
<i>- Scale of the impact - does it affect people in one or more important aspects of their lives?</i>			
<i>- Severity of the impact (even if it affects only a small number of people) - can it put some people in the community at a severe disadvantage?</i>			
<i>If no impact identified above, select N/A.</i>			
<b>Group</b>	<b>High</b>	<b>Medium</b>	<b>Low</b>
Built Environment / Energy			x
Sustainable Transport / Travel			x
Waste			x
Other			x

**Rationale for assessment, including data used to assess the impact**

*Outline how the assessments relating to impact were made. Describe the approach to the consultation and research: the methods used; who was consulted, why and how; and sources of data/evidence collected. What does the data tell you?*

Installation of the proposed restrictions will assist in providing opportunities for buses and other large vehicles to pass through the area and assist in reducing congestion and carbon/nitrous oxide reduction. It will allow buses to keep to their timetable which will assist with commuters, residents and visitors of the area. This will enforce Essex's commitment to government contained within the Bus Service improvement plan.

**(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales**

*If any negative impacts have been identified, it is important to outline the steps that have been put in place to mitigate against these impacts. If no mitigation is practicable and the changed policy /decision will inevitably affect some group(s) more than the population in general, you must seek advice on the legality of the change.*

N/A

**What actions have already been taken to mitigate any negative impacts?**

*For certain decisions, activity will have been taken prior to this assessment being undertaken to address any immediate issues. It's important to capture all actions taken to mitigate negative impacts.*

N/A

## Equalities Comprehensive Impact Assessment

### Sign Off

#### ECIA Author

Name	Olive Porter
Job Title	Senior Engineer but acting up for Manager
Team	Network Assurance
Function <i>Delete as applicable</i>	People and Transformation

#### ECIA Approver

*The ECIA approver needs to be a different person to the CIA author, ideally someone in a more senior position*

Name	
Job Title	
Team	
Function <i>Delete as applicable</i>	Adult Social Care / Chief Executive's Office / Children, Families & Education / Climate, Environment & Customer Services Corporate Services / Economy, Investment & Public Health /People and Transformation /