

Equalities Comprehensive Impact Assessment - Head of service review

Reference: ECIA456043371

Submitted: 26 October 2022 16:46 PM

Executive summary

Title of policy / decision: Active Travel Fund 2 – Waterloo Lane, Chelmsford

Policy / decision type: Cabinet Member Action (CMA)

Overview of policy / decision: The proposal is to introduce parking and loading restrictions in Waterloo Lane and around the junction of Waterloo Lane and Bond Street and these restrictions are expected to deliver a range of benefits, which will principally deliver improvements to safety, health and wellbeing of Waterloo Lane. Also, it is proposed that a 20mph speed limit is also introduced in Waterloo Lane.

Although these are relatively minor changes, ECC believe these measures will deliver meaningful change and create a safer, greener environment, the opportunity to reduce traffic numbers and speed in the heart of the town, with controls on parking and deliveries are part of the aim to create healthier environments for all people and in particular those who may struggle to move around due to a number of different disabilities or issues.

What outcome(s) are you hoping to achieve?: The centre of Chelmsford suffers from congestion and this proposal will reduce traffic speeds in the heart of the town centre, improve air quality and create a more pleasant local environment. This will assist in helping meet the objectives contained in ECC's Everyone's Essex Health and Environment.

Executive Director responsible for policy / decision: Mark Ash (Climate, Environment and Customer Services)

Cabinet Member responsible for policy / decision: Lee Scott (Highways Maintenance and Sustainable Transport)

Is this a new policy / decision or a change to an existing one?: New policy / decision

How will the impact of the policy / decision be monitored and evaluated?: Traffic speeds and flows will be measured and compared to pre-installation levels.

Will this policy / decision impact on:

Service users: Yes

Employees: Yes

Wider community or groups of people: Yes

What strategic priorities will this policy / decision support?: High Quality Environment, Health, Independence and Wellbeing for All Ages

Which strategic priorities does this support? - Environment: Net zero, Transport and built environment, Green communities, Levelling up the environment

Which strategic priorities does this support? - Health: Healthy lifestyles, Promoting independence, Levelling up health

What geographical areas of Essex will the policy / decision affect?: Chelmsford

Digital accessibility

Is the new or revised policy linked to a digital service (website, system or application)?: No

Equalities - Groups with protected characteristics

Age

Nature of impact: Positive

Extent of impact: High

Disability - learning disability

Nature of impact: Positive

Extent of impact: Medium

Disability - mental health issues

Nature of impact: Positive

Extent of impact: Medium

Disability - physical impairment

Nature of impact: None

Disability - sensory impairment

Nature of impact: Positive

Extent of impact: High

Sex

Nature of impact: None

Gender reassignment

Nature of impact: None

Marriage / civil partnership

Nature of impact: None

Pregnancy / maternity

Nature of impact: None

Race

Nature of impact: None

Religion / belief

Nature of impact: None

Sexual orientation

Nature of impact: None

Rationale for assessment, including data used to assess the impact: The measures that form ATF2 promote health and wellbeing by getting people active. The proposals support the provision of good places for children and families to live and grow by improving connectivity and providing low-cost, accessible alternatives to the car. They are designed to reduce the number of unnecessary journeys by car and reduce the overall levels of car use.

To those with the above characteristics the proposed facilities, of new and improved walking and cycling infrastructure, together with targeted lengths of road with new 20mph speed limits will on the whole, bring positive benefits.

For those who are young, not able to drive, there will be great benefits in being able to walk in a safer environment and to also be able to cycle more safely and so both these open up greater accessibility to work, education, health care and shops and other services. They will also derive positive physical and mental health benefits from a more active lifestyle. The same applies to older age groups who will also benefit from more active lifestyles, feeling more confident to walk and cycle at an older age and so able to give them the same greater access than the younger age groups discussed above. Also, some elderly people may not be able to drive, perhaps due to medical issues or simply choose not to drive anymore. As for children, the package of measures is designed to make the streets that they live along safer and more pleasant and as a result make them safer for children to play in. This should lead them to enjoying the benefits of extra exercise, good for their physical health and mental wellbeing.

The four different forms of disability that are highlighted, the measures included in this scheme will bring many positive outcomes. Anybody with learning difficulties will not be adversely affected by the implementation of the proposed schemes but through a safer environment they may feel more confident and therefore better able to interpret their surrounding environment and so increase their independence.

For those already suffering from existing mental health issue, greater exercise is well known to bring many positive benefits and also by promoting more active lifestyles the chances of developing mental health issues in the first place will be reduced.

As regards sensory impairments, the design of the schemes takes this into consideration with tactile paving included, laid at all the appropriate places and at pedestrian crossings, these will be equipped with all the required accessible features to help those who need it. By making the streets safer and enjoying less traffic, it will benefit anybody who might find navigation difficult and so make them more independent.

However, for those who are suffering from physical disability, depending on the type and degree of a particular physical disability, no amount of new cycle lanes/routes and footways will help those with particularly acute forms, except that improved footpaths will help those in wheelchairs and those who push the wheelchairs.

The implementation of the new schemes will make for a safer environment for all sections of this group and with an expected reduction in the overall level of traffic, there will be less pollution generated that walkers and cyclist are exposed to. This will also benefit the whole area.

The users of Waterloo Lane will also benefit from lower 20mph speed limit that is proposed and this will, as is widely recognised, bring safety benefits to all road users. Lowering speed limits from 30 mph to 20mph speed limits are very effective at protecting the most vulnerable road users, including children, pedestrians and cyclists, and significantly decrease the risk of being injured in a collision. RoSPA encourages their greater use, especially in residential areas. Research by Rachel Aldred at the University of Westminster (and others) on injury risk on

London's roads (across the whole city) finds that the introduction of 20mph limits (alone) is linked to 21% lower injury odds for people who are cycling compared to 30mph roads.*

Taken together, the approach of planners and designers is very much in line with the spirit of the public sector equality duty as set out in the Equality Act 2010. Of the remainder of the sections of the group there are no impacts.

Of the remainder of the sections of the group there are no impacts.

Finally, a consultation letter was sent to all affected properties where residents and businesses were invited to comment on the Proposal. Police and other emergency services, and local businesses were also consulted. On-street notices were posted in the area together with the proposals being advertised in the Essex Chronicle and made available on the Essex Highways website. In the summer of 2021, there was a roadshow that enabled all those who were interested to speak to officers about these proposals and the broader scheme for Chelmsford.

*<https://www.sciencedirect.com/science/article/pii/S0001457518301076>

What actions have already been taken to mitigate any negative impacts: Whilst objections were made, the proposed mitigation would dilute the proposals and on balance it was decided that the proposals as a whole will reduce traffic in the heart of the town centre and will therefore make it safer for pedestrians and cyclists with the consequent benefits to health and wellbeing, which will outweigh the increase in travel times. There were no objections on specific disability grounds.

Levelling up - Priority areas & cohorts

Children and adults with SEND, learning disabilities or mental health conditions (taking an all-age approach)

Nature of impact: Positive

Extent of impact: High

Children on Free School Meals

Nature of impact: None

Working families

Nature of impact: Positive

Extent of impact: Medium

Young adults (16-25 who have not been in education, training or employment for around 6-12 months)

Nature of impact: Positive

Extent of impact: High

Harlow

Nature of impact: None

Jaywick and Clacton

Nature of impact: None

Harwich

Nature of impact: None

Basildon (Town) housing estates

Nature of impact: None

Canvey Island

Nature of impact: None

Colchester (Town) - Housing Estates

Nature of impact: None

Rural North of the Braintree District

Nature of impact: None

Rationale for assessment, including data used to assess the impact: The measures that form ATF2 promote health and wellbeing by getting people active. The proposals support the provision of good places for children and families to live and grow by improving connectivity and providing low-cost, accessible alternatives to the car. They are designed to reduce the number of unnecessary journeys by car and reduce the overall levels of car use.

To those with the above characteristics the proposed facilities, of new and improved walking and cycling infrastructure, together with targeted lengths of road with new 20mph speed limits will on the whole, bring positive benefits.

Of all the sections in this group, working families; children and adults with SEND, learning disabilities or mental health conditions; and young adults are there positive impacts of the new measures set out in this proposed scheme. For the remainder there are no impacts, positive or negative.

Firstly, children and adults with SENDS will enjoy greater confidence in the safer and more pleasant environment created by the implementation of these measures. In many cases they will benefit from greater independence and so may help to ease their learning difficulties. To those who are from working families and young adults they will benefit from the implementation of new and improved cycle paths/lanes and footways for pedestrians as they provide a safer environment for cyclist and pedestrians to access education, employment, healthcare and access to shops and services. Cycling is a cheap mode of transport, allowing those from low paid sectors of the economy able to access the above. For young adults without a driving licence, the ability to cycle opens up a range of opportunities that otherwise might be blocked to them. This is a very important means by which ECC can support the levelling up of Chelmsford.

The implementation of the new schemes will make for a safer environment for all sections of this group and with an expected reduction in the overall level of traffic, there will be less pollution generated that walkers and cyclist are exposed to. This will also benefit the whole area.

The users of Waterloo Lane will also benefit from lower 20mph speed limit that is proposed and this will, as is widely recognised, bring safety benefits to all road users. Lowering speed limits from 30 mph to 20mph speed limits are very effective at protecting the most vulnerable road users, including children, pedestrians and cyclists, and significantly decrease the risk of being injured in a collision. RoSPA encourages their greater use, especially in residential areas. Research by Rachel Aldred at the University of Westminster (and others) on injury risk on London's roads (across the whole city) finds that the introduction of 20mph limits (alone) is linked to 21% lower injury odds for people who are cycling compared to 30mph roads.*

Taken together, the approach of planners and designers is very much in line with the spirit of the public sector equality duty as set out in the Equality Act 2010.

Of the remainder of the sections of the group there are no impacts.

Finally, a consultation letter was sent to all affected properties where residents and businesses were invited to comment on the Proposal. Police and other emergency services, and local businesses were also consulted. On-street notices were posted in the area together with the proposals being advertised in the Essex Chronicle and made available on the Essex Highways website. In the summer of 2021, there was a roadshow that enabled all those who were interested to speak to officers about these proposals and the broader scheme for Chelmsford.

*<https://www.sciencedirect.com/science/article/pii/S0001457518301076>

What actions have already been taken to mitigate any negative impacts: Whilst objections were made, the proposed mitigation would dilute the proposals and on balance it was decided that the proposals as a whole will reduce traffic in the heart of the town centre and will therefore make it safer for pedestrians and cyclists with the consequent benefits to health and wellbeing, which will outweigh the increase in travel times. There were no objections on specific levelling Up grounds.

Equalities - Inclusion health groups and other priority groups

Refugees / asylum seekers

Nature of impact: None

Homeless / rough sleepers

Nature of impact: None

Offenders / ex-offenders

Nature of impact: None

Carers

Nature of impact: Positive

Extent of impact: High

Looked after children

Nature of impact: Positive

Extent of impact: High

Veterans

Nature of impact: None

People who are unemployed / economically inactive

Nature of impact: Positive

Extent of impact: High

People on low income

Nature of impact: Positive

Extent of impact: High

Working families

Nature of impact: Positive

Extent of impact: High

Rationale for assessment, including data used to assess the impact: The measures that form ATF2 promote health and wellbeing by getting people active. The proposals support the provision of good places for children and families to live and grow by improving connectivity and providing low-cost, accessible alternatives to the car. They are designed to reduce the number of unnecessary journeys by car and reduce the overall levels of car use.

To those with the above characteristics the proposed facilities, of new and improved walking and cycling infrastructure, together with targeted lengths of road with new 20mph speed limits will on the whole, bring positive benefits.

Of all the sections in this group, carers, looked after children, people who are unemployed/ economically inactive, on low incomes and working families all enjoy high positive impacts of the new measures set out in this proposed scheme. For the remainder there are no impacts, positive or negative.

They will all benefit from the implementation of new and improved cycle paths/lanes and footways for pedestrians as they provide a safer environment for cyclist and pedestrians to access education, employment, healthcare and access to shops and services. Cycling is a cheap mode of transport, allowing those from low paid sectors of the economy able to access the above. Certainly, carers work in a low paid sector and these measures will contribute to their confidence in cycling to their places of work, saving them money in not having to pay for buses or taxis for example and to be less reliant on their own private cars if they use one. As for looked after children, the package of measures is designed to make the streets that they live along safer and more pleasant and as a result make them safer for them to play in. This should lead them to enjoying the benefits of extra exercise, good for their physical health and mental wellbeing. For young adults, the unemployed and those on a low income, the areas where the new measures are proposed to be implemented, without a driving licence or access to a private car, the ability to cycle opens up a range of opportunities to them that otherwise might be blocked to them. Finally for working families where income maybe limited as a result of raising a family, the ability to walk and cycle more confidently to access educational facilities, work, healthcare and good and services will allow them to improve their lives.

The implementation of the new schemes will make for a safer environment for all sections of this group and with an expected reduction in the overall level of traffic, there will be less pollution generated that walkers and cyclist are exposed to. This will also benefit the whole area.

The implementation of the new schemes will make for a safer environment for all sections of this group and with an expected reduction in the overall level of traffic, there will be less pollution generated that walkers and cyclist are exposed to. This will also benefit the whole area.

The users of Waterloo Lane will also benefit from lower 20mph speed limit that is proposed and this will, as is widely recognised, bring safety benefits to all road users. Lowering speed limits from 30 mph to 20mph speed limits are very effective at protecting the most vulnerable road users, including children, pedestrians and cyclists, and significantly decrease the risk of being injured in a collision. RoSPA encourages their greater use, especially in residential areas. Research by Rachel Aldred at the University of Westminster (and others) on injury risk on London's roads (across the whole city) finds that the introduction of 20mph limits (alone) is linked to 21% lower injury odds for people who are cycling compared to 30mph roads.*

Taken together, the approach of planners and designers is very much in line with the spirit of the public sector equality duty as set out in the Equality Act 2010.

Of the remainder of the sections of the group there are no impacts.

Finally, a consultation letter was sent to all affected properties where residents and businesses were invited to comment on the Proposal. Police and other emergency services, and local businesses were also consulted. On-

street notices were posted in the area together with the proposals being advertised in the Essex Chronicle and made available on the Essex Highways website. In the summer of 2021, there was a roadshow that enabled all those who were interested to speak to officers about these proposals and the broader scheme for Chelmsford.

*<https://www.sciencedirect.com/science/article/pii/S0001457518301076>

What actions have already been taken to mitigate any negative impacts: Whilst objections were made, the proposed mitigation would dilute the proposals and on balance it was decided that the proposals as a whole will reduce traffic in the heart of the town centre and will therefore make it safer for pedestrians and cyclists with the consequent benefits to health and wellbeing, which will outweigh the increase in travel times. There were no objections from a specific Health group or on priority grounds.

Equalities - Geographical Groups

People living in areas of high deprivation

Nature of impact: None

People living in rural or isolated areas

Nature of impact: None

People living in coastal areas

Nature of impact: None

People living in urban or over-populated areas

Nature of impact: Positive

Extent of impact: High

Rationale for assessment, including data used to assess the impact: The measures that form ATF2 promote health and wellbeing by getting people active. The proposals support the provision of good places for children and families to live and grow by improving connectivity and providing low-cost, accessible alternatives to the car. They are designed to reduce the number of unnecessary journeys by car and reduce the overall levels of car use.

To those with the above characteristics the proposed facilities, of new and improved walking and cycling infrastructure, together with targeted lengths of road with new 20mph speed limits will on the whole, bring positive benefits.

The implementation of the new schemes will make for a safer environment for all sections of this group and with an expected reduction in the overall level of traffic, there will be less pollution generated that walkers and cyclist are exposed to. This will benefit those who live and visit the areas where the new measures are proposed.

By their very nature, the areas that the schemes are proposed to be implemented in are urban, being within Chelmsford and so these measures will have a high positive impact on those inhabitants living there.

Chelmsford doesn't suffer from high levels of deprivation so there are no impacts upon such an area. Neither can Chelmsford be described as either rural/isolated or coastal.

The users of Waterloo Lane will also benefit from lower 20mph speed limit that is proposed and this will, as is widely recognised, bring safety benefits to all road users. Lowering speed limits from 30 mph to 20mph speed limits are very effective at protecting the most vulnerable road users, including children, pedestrians and cyclists, and significantly decrease the risk of being injured in a collision. RoSPA encourages their greater use, especially in residential areas. Research by Rachel Aldred at the University of Westminster (and others) on injury risk on London's roads (across the whole city) finds that the introduction of 20mph limits (alone) is linked to 21% lower

injury odds for people who are cycling compared to 30mph roads.*

Taken together, the approach of planners and designers is very much in line with the spirit of the public sector equality duty as set out in the Equality Act 2010.

Finally, a consultation letter was sent to all affected properties where residents and businesses were invited to comment on the Proposal. Police and other emergency services, and local businesses were also consulted. On-street notices were posted in the area together with the proposals being advertised in the Essex Chronicle and made available on the Essex Highways website. In the summer of 2021, there was a roadshow that enabled all those who were interested to speak to officers about these proposals and the broader scheme for Chelmsford.

Of the remainder of the sections of the group there are no impacts.

*<https://www.sciencedirect.com/science/article/pii/S0001457518301076>

What actions have already been taken to mitigate any negative impacts: Whilst objections were made, the proposed mitigation would dilute the proposals and on balance it was decided that the proposals as a whole will reduce traffic in the heart of the town centre and will therefore make it safer for pedestrians and cyclists with the consequent benefits to health and wellbeing, which will outweigh the increase in travel times. There were no objections on specific Geographical grounds.

Families

Family formation (e.g. to become or live as a couple, the ability to live with or apart from children)

Nature of impact: None

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

Nature of impact: None

Family members' ability to play a full role in family life, including with respect to parenting and other caring responsibilities

Nature of impact: None

Families before, during and after couple separation

Nature of impact: None

Families most at risk of deterioration of relationship quality and breakdown

Nature of impact: None

Rationale for assessment, including data used to assess the impact: The measures that form ATF2 promote health and wellbeing by getting people active. The proposals support the provision of good places for children and families to live and grow by improving connectivity and providing low-cost, accessible alternatives to the car. They are designed to reduce the number of unnecessary journeys by car and reduce the overall levels of car use.

To those with the above characteristics the proposed facilities, of new and improved walking and cycling infrastructure, together with targeted lengths of road with new 20mph speed limits will on the whole, bring positive benefits.

No aspects of the proposed schemes will have either a positive or negative impact on the aspect of families that are set out above.

However, a consultation letter was sent to all affected properties where residents and businesses were invited to comment on the Proposal. Police and other emergency services, and local businesses were also consulted. Onstreet notices were posted in the area together with the proposals being advertised in the Essex Chronicle and made available on the Essex Highways website. In the summer of 2021, there was a roadshow that enabled all those who were interested to speak to officers about these proposals and the broader scheme for Chelmsford

What actions have already been taken to mitigate any negative impacts: Whilst objections were made, the proposed mitigation would dilute the proposals and on balance it was decided that the proposals as a whole will reduce traffic in the heart of the town centre and will therefore make it safer for pedestrians and cyclists with the consequent benefits to health and wellbeing, which will outweigh the increase in travel times. There were no objections on specific Family grounds.

Climate

Does your decision / policy involve elements connected to the built environment / energy?: No

Does your decision / policy involve designing service provision and procurement to minimise freight and staff travel and enable use of active and public transport options?: No

Does your decision / policy involve elements connected to waste?: No

Action plan to address and monitor adverse impacts

Does your ECIA indicate that the policy or decision would have a medium or high adverse impact on one or more of the groups / areas identified?: No

Details of person completing the form

I confirm that this has been completed based on the best information available and in following ECC guidance: I confirm that this has been completed based on the best information available and in following ECC guidance

Date ECIA completed: 26/10/2022

Name of person completing the ECIA: Ben Fryer

Email address of person completing the ECIA: Ben.Fryer@essex.gov.uk

Your function: Climate, Environment and Customer Services

Your service area: Transportation Planning & Infrastructure

Your team: Transport Policy

Are you submitting this ECIA on behalf of another function, service area or team?: No

Email address of Head of Service: Tracey.Vickers@essex.gov.uk