

## Equalities Comprehensive Impact Assessment - Head of service review

Reference: ECIA424896119

Submitted: 06 June 2022 17:40 PM

### Executive summary

**Title of policy / decision:** Active Travel Fund 2 - proposed implementation of '20mph Speed Limit', Various Roads, Shenfield, Brentwood

**Policy / decision type:** Cabinet Member Action (CMA)

**Overview of policy / decision:** The proposals for Brentwood will see walking and cycling connections improved on a key route between Brentwood High Street and Shenfield. This will see a mix of new infrastructure, the introduction of 20mph areas and the creation of new School Streets. The proposals address journeys which ECC know are being made by car and therefore look to make walking and cycling a more attractive opportunity. The 20mph limit is proposed for the roads listed to provide a 'liveable neighbourhood' in order to encourage more walking and cycling in the area.

A number of objections have been received but reviewed against known safety evidence and general best practice, together with the support of the Essex Police, the road safety benefits outweigh the concerns expressed. Therefore, officers will be able to continue to facilitate the delivery of the AFT2 by developing schemes within the agreed budgets and undertaking the necessary statutory process. By implementing the 20mph limits, achieving reductions in traffic speeds to 20mph, this will achieve the desired active travel scheme objectives and to improve road safety for all in general.

"In 2019, 817 people were killed, 20,885 were seriously injured, and 91,153 were slightly injured in reported road collisions on built up\* roads in Great Britain \*. A large proportion of these collisions occurred on residential roads, with 121 deaths on B roads in built-up areas and 280 deaths on other minor roads in built-up areas. \*\*

Speed significantly increases the chance of being injured in a collision. Research has shown that the risk of death for pedestrians struck by cars increases at higher impact speeds, although the exact risk levels varied between the studies.

One of the first studies of pedestrian injury and car impact speed ^ found that at 20mph there was a 2.5% chance of being fatally injured, compared to a 20% chance at 30mph.

By the introduction of new 20mph speed limits into an already safer environment it will create an environment that will particularly help protect older people and those with mobility issues in particular, as well as children on their way to and from school, particularly if they feel threatened by moving vehicles. For many from poorer backgrounds, ownership and the running of their own cars can be a challenge and therefore are among groups that will cycle and walk more than other better off groups. They will therefore benefit from feeling safer and more confident in travelling around the streets in question on foot or on a bike because of the measures that are part of the ATF2 schemes.

No additional traffic calming (humps, tables, etc) are being introduced as part of these new schemes and therefore there will be no negative impacts on people with certain physical disabilities who otherwise may feel inconvenienced by such physical measures.

This measure is expected to deliver a wide range of benefits including safer and more pleasant public realm,

which will encourage residents to walk and cycle more, in turn delivering improvements to health and wellbeing. Speed restrictions also reduce traffic which has a net impact of reducing air pollution and congestion, alongside the obvious road safety benefits. Longer-term, 20mph schemes - along with complementary transport, health, environment and interventions - deliver greater benefits to both the residents along those streets, promoting active travel and supporting local businesses, and so creating a better environment for businesses and residents alike.

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\* Department for Transport (2020) 'Table RAS30006: Reported casualties by speed limit, road class and severity, Great Britain, 2019' URL: <https://www.gov.uk/government/statistical-data-sets/ras30-reported-casualties-in-road-accidents>

\*\* Department for Transport (2020) 'Table RAS30017: Casualties in reported accidents involving vehicles of different types by built-up and non built-up roads, road class and severity, Great Britain, 2019' URL: <https://www.gov.uk/government/statistical-data-sets/ras30-reported-casualties-in-road-accidents>

^ Ashton, S. J. and Mackay, G. M. (1979) 'Some characteristics of the population who suffer trauma as pedestrians when hit by cars and some resulting implications' URL: [http://www.ircobi.org/wordpress/downloads/irc1979/pdf\\_files/1979\\_4.pdf](http://www.ircobi.org/wordpress/downloads/irc1979/pdf_files/1979_4.pdf)

**What outcome(s) are you hoping to achieve?:** The reduction in speed limit to 20mph is in keeping with the aims and ambitions of Everyone's Essex" to create a strong, inclusive, and sustainable economy for Essex residents. Improving the walking and shopping environment of Brentwood by introducing lower vehicle speeds acts in encouraging people to visit the town centre and local businesses. Lower speed limits in the residential areas will help to encourage local sustainable travel to schools and shops so improving the health and wellbeing of the local communities and improve the quality of the streetscape, giving those who struggle with confidence issues a better chance to develop stronger confidence.

**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?:** Levels of walking and cycling will be monitored to assess the impact of the decision to implement these speed limits. Road collision figures for the roads where these new 20mph limits are introduced will be analysed as part of ECC's annual evaluation of recorded collisions and action taken accordingly.

**Will this policy / decision impact on:**

**Service users:** Yes

**Employees:** No

**Wider community or groups of people:** Yes

**What strategic priorities will this policy / decision support?:** Strong, Inclusive and Sustainable Economy, High Quality Environment, Health, Independence and Wellbeing for All Ages, A good place for Children and Families to Grow

**Which strategic priorities does this support? - Economy?:** Infrastructure, Future growth and investment, Green growth

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

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

**Which strategic priorities does this support? - Families:** Education outcomes, Safety

**What geographical areas of Essex will the policy / decision affect?:** Brentwood, Colchester

## **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:** High

### **Disability - mental health issues**

**Nature of impact:** Positive

**Extent of impact:** High

### **Disability - physical impairment**

**Nature of impact:** Positive

**Extent of impact:** High

### **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:** Undertaken to consider if any adverse impacts occur if the new 20mphs are implemented across parts of Brentwood. Not all roads are being subject to new 20mph, just those to create areas of low speeds that will benefit those residents living there of all groups and abilities and circumstances.

**What actions have already been taken to mitigate any negative impacts:** None as objections of waste of funds, unnecessary reductions in speed as streets already having low speeds and that without enforcement they will never be adhered to; are outweighed by the safety benefits that the introduction of 20mph speed limits give, particularly the most disadvantaged.

## **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:** None

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

**Nature of impact:** None

**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:** A consultation letter was also sent to all affected properties where residents and businesses were invited to comment on the Proposal. Transport providers were consulted along with residents, police and other emergency services, and local businesses were also consulted. Broad support for the extended speed limits was received. On-street notices were posted in the area together with the proposals being advertised in the Brentwood Gazette 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 Brentwood.

**What actions have already been taken to mitigate any negative impacts:** None, as objections of waste of funds, unnecessary reductions as speeds are already low and that without enforcement they will never be adhered to; these objections will be reviewed against the known safety benefits that come with the introduction of 20mph speed limits, particularly to the most disadvantaged groups in our society.

## **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:** None

### **Looked after children**

**Nature of impact:** None

### **Veterans**

**Nature of impact:** None

### **People who are unemployed / economically inactive**

**Nature of impact:** None

## People on low income

**Nature of impact:** None

## Working families

**Nature of impact:** None

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## 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

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**Extent of impact:** High

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## 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

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## Climate

**Does your decision / policy involve elements connected to the built environment / energy?:** Yes

**Do you know what products, materials, and qualified built environment professionals you will be using?**

**Are you maximising the opportunity to source materials locally and maximise use of sustainable materials such as wood?:** Yes

**Are you using a qualified architect / design team / consultant with the experience and capability to design and secure planning permission to deliver to the highest carbon zero building standards?:** Yes

**Are you clear that the builder, sub-contractor is qualified and capable of delivering climate resilient buildings (noting risks including subsidence, flooding, overheating), to the highest net zero carbon build quality?:** Yes

**Is your proposed development / building using the best practice guidance and advice on design quality, climate change and health?**

**Are you using the design quality and advice provided by the Essex Design Guide?:** Yes

**Are you using the Climate Change guidance and advice provide by the Essex Design Guide?:** Yes

**Are you providing a policy compliant development which accords with the District Local Plan policies?:**  
N/A

**Are using the Health and Wellbeing guidance provided by the Essex Design Guide?:** N/A

**Have you provided a costed net zero option for consideration?:** N/A

**Is your proposed development / building as efficient as possible?**

**Is the Energy performance Certificate (EPC) rating of the achieving and EPC A+ or net zero carbon standard?:** Yes

**Have opportunities to reduce energy use through the use of smart digital systems been considered?:** N/A

**Does your development by design avoid the need for air conditioning?:** N/A

**Does your new development have water efficiency measures in place?:** N/A

**Do you know where your energy is coming from and how much of it comes from renewable sources?**

**Are you maximising opportunities to use onsite renewable energy (e.g. roof top solar panels) to deliver this service?:** N/A

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**Is your new or extended development using a renewable heat source e.g. district heating or a form of heat pump?:** N/A

**Is your development resilient to climate risks including flooding, overheating and subsidence?**

**Is your site at risk of coastal erosion? Is there a plan in place to protect the coastline: if the coastline is being allowed to erode, this may impact the lifetime of your site.:** N/A

**Have you reviewed environment agency to ascertain your flood risk? Do you need to put in place mitigation such as sustainable drainage?:** N/A

**Water is scarce and needs to be absorbed into the land wherever possible. Are you prioritising nature based flood risk mitigations such as sustainable drainage, water butts, planting and ponds which protect against water scarcity?:** N/A

**Are you using external planting, green walls and green roofs to insulate the building and provide shading to cut risks of overheating?:** N/A

**Is your development supporting active travel and minimising pollution?**

**Does your site allow connection to key public transport and active travel routes?:** Yes

**Are you using Green Infrastructure to interrupt the pathway of carborne pollutants to the public e.g. use of hedges, shrubs and trees?:** N/A

**Have you provided space for secure cycle parking, showering, cycle and walking pathways on site etc?:**  
N/A

**Does the building have adequate space for recycling and waste separation?:** N/A



**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

## **Nature of impact**

**Built Environment / Energy:** None

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## **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:** 06/06/2022

**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:** Highways & Transportation

**Your team:** Transportation Planning & Infrastructure

**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