

Equality Impact Assessment

Context

1. under s.149 of the Equality Act 2010, when making decisions, Essex County Council must have regard to the Public Sector Equality Duty, ie have due regard to:
 - eliminating unlawful discrimination, harassment and victimisation, and other conduct prohibited by the Act,
 - advancing equality of opportunity between people who share a protected characteristic and those who do not,
 - fostering good relations between people who share a protected characteristic and those who do not, including tackling prejudice and promoting understanding.
2. The characteristics protected by the Equality Act are:
 - age
 - disability
 - gender reassignment
 - marriage/civil partnership
 - pregnancy/maternity
 - race
 - religion/belief
 - gender and sexual orientation.
3. In addition to the above protected characteristics you should consider the cross-cutting elements of the proposed policy, namely the social, economic and environmental impact (including rurality) as part of this assessment. These cross-cutting elements are not a characteristic protected by law but are regarded as good practice to include.
4. The Equality Impact Assessment (EqIA) document should be used as a tool to test and analyse the nature and impact of either what we do or are planning to do in the future. It can be used flexibly for reviewing existing arrangements but in particular should enable identification where further consultation, engagement and data is required.
5. Use the questions in this document to record your findings. This should include the nature and extent of the impact on those likely to be affected by the proposed policy.
6. Where this EqIA relates to a continuing project, it must be reviewed and updated at each stage of the decision.
7. The EqIA will be published at:
<http://cmis.essexcc.gov.uk/essexcmis5/Home.aspx>
8. All **Cabinet Member Actions, Chief Officer Actions, Key Decisions** and **Cabinet Reports must be** accompanied by an EqIA.
9. For further information, refer to the EqIA guidance for staff.
10. For advice, contact:
Shammi Jalota shammi.jalota@essex.gov.uk
Head of Equality and Diversity
Corporate Law & Assurance
Tel 0330 134592 or 07740 901114



Section 1: Identifying details

Your function, service area and team: Economic Growth & Development, Place Commissioning

If you are submitting this EqlA on behalf of another function, service area or team, specify the originating function, service area or team: N/A

Title of policy or decision: Chelmsford to Braintree Route Based Strategy - Final Business Case

Officer completing the EqlA: Mark Robinson, Senior Transport Strategy & Engagement Officer
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Date of completing the assessment: 15/12/16

Section 2: Policy to be analysed

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|-----|---|
| 2.1 | Is this a new policy (or decision) or a change to an existing policy, practice or project? Transport improvements along the A130/A131 corridor between Braintree and Chelmsford |
| 2.2 | <p>Describe the main aims, objectives and purpose of the policy (or decision):
The A130/A131 is a key route providing access to Chelmsford from north Essex and linking Braintree and Chelmsford. This package of works aims to deliver a package of schemes to provide highways capacity, passenger transport and safety improvements for the Chelmsford to Braintree corridor.</p> <p>What outcome(s) are you hoping to achieve (ie decommissioning or commissioning a service)?
The following improvements were identified from a Route Based Strategy (RBS) study performed earlier this year, which included site visits, workshops, consultations and the publication of recommendations / reports:-</p> <ul style="list-style-type: none">• Safety Improvements – Following on from initial reviews and workshops, the Essex Safety Audit Team has conducted a detailed audit of the route and developed a list of safety related improvements for the corridor, including non-slip resurfacing, signs and lines.• Nabbotts Roundabout – Provide a lengthened bus lane (150m to 310m) on Chelmer Valley Road (A1016) from Lawn Lane outbound, to Nabbotts Roundabout. Also, provide an increased entry flare from White Hart Lane (A130). Concurrent with these actions, the developer (Countryside Zest) of the new major housing, retail and school site (Beaulieu Park – 3,600 homes), as part of its S278 obligations, will provide a dedicated left turn slip from Essex Regiment Way (A130) to White Hart Lane (A130).• Bus Lane Extension – Provide a significant extension of the current bus lane from 275m to 1175m, such that the entire length of the road from Pratts Farm roundabout (location of Chelmer Valley P&R) to Nabbotts includes a bus lane. |



	<ul style="list-style-type: none"> Sheepcotes Roundabout – Provide a dedicated left turn slip from Braintree Road (A131) to Essex Regiment Way (A130). The roundabout will be reduced in size to make two lane traffic movements possible around the roundabout and the entry flares from Essex Regiment Way (A130) and Braintree Road (B1008) will be increased. Deres Bridge Roundabout – Provide increased entry and exit flares (two lanes) on Essex Regiment Way (A130).
2.3	<p>Does or will the policy or decision affect:</p> <ul style="list-style-type: none"> service users employees the wider community or groups of people, particularly where there are areas of known inequalities? <p>Yes</p> <p>Will the policy or decision influence how organisations operate?</p> <p>No</p>
2.4	<p>Will the policy or decision involve substantial changes in resources?</p> <p>No</p>
2.5	<p>Is this policy or decision associated with any of the Council's other policies and how, if applicable, does the proposed policy support corporate outcomes?</p> <p>The Chelmsford to Braintree Route Based Strategy supports the SELEP Vision; to 'Create the most enterprising economy in England' and the single SELEP goal; to promote steady, sustained economic growth over the next two decades.</p> <p>The scheme improves access, from the north, to Chelmsford – a key employment zone in Essex, by providing improved availability to employment, markets and suppliers. The traffic enhancements, provided along the A130, will also provide safety improvements and will assist passenger transport users along the route. Through the Park and Ride Bus Lane improvements, the scheme will promote sustainable travel and, thereby, help to enhance and protect valuable natural assets.</p> <p>Investment in improvements along the A130 between Chelmsford and Braintree is wholly compliant with the aspirations of the Economic Plan for Essex (EPfE) that updates and incorporates the Greater Essex Integrated County Strategy (ICS) and the ECC Economic Growth Strategy (EGS). The package of improvements proposed also supports the delivery of the Essex Local Transport Plan (LTP), and has the support of partner authorities.</p> <p>Essex County Council has the stated ambition to make Essex the location of choice for business and to be a county where innovation brings prosperity:</p> <ul style="list-style-type: none"> To grow, the Essex economy depends on the efficient movement of people, goods and information, via effective and reliable transport and communications networks to provide access to markets and suppliers. It is therefore essential that we develop and maintain the infrastructure that enables our residents to travel and our businesses to grow Support for employment and entrepreneurship across our economy is focused on ensuring a ready supply of development land, new housing and the coordinated provision of appropriate infrastructure. <p>This investment along the strategic corridor from Chelmsford to Braintree is</p>

essential for the delivery of these ambitions.

The Essex County Council Corporate Outcomes Framework 2014-2018 sets out the seven high level outcomes that ECC want to achieve to ensure prosperity and wellbeing for Essex residents. Securing these outcomes will make Essex a more prosperous county; one where people can flourish, live well and achieve their ambitions.

The seven outcomes are listed below:

- Children in Essex get the best start in life
- People in Essex enjoy good health and wellbeing
- People have aspirations and achieve their ambitions through education, training and life-long learning
- People in Essex live in safe communities and are protected from harm
- Sustainable economic growth for Essex communities and businesses
- People in Essex experience a high quality and sustainable environment
- People in Essex can live independently and exercise control over their lives.

Essex Local Transport Plan

The Essex Local Transport Plan (2001,) which includes the Essex Transport Strategy (2011), sets out the 15 year vision to improve travel in the county and underlines the importance of the transport network in achieving sustainable, long term economic growth and enriching the life of residents. It is supplemented by delivery strategies for public transport, highways, cycling and public rights of way.



Section 3: Evidence/data about the user population and consultation¹

As a minimum you must consider what is known about the population likely to be affected which will support your understanding of the impact of the policy, eg service uptake/usage, customer satisfaction surveys, staffing data, performance data, research information (national, regional and local data sources).

3.1	What does the information tell you about those groups identified? Anyone utilising the route may be affected by these proposals. No specific analysis has been carried out.
3.2	Have you consulted or involved those groups that are likely to be affected by the policy or decision you want to implement? If so, what were their views and how have their views influenced your decision? No
3.3	If you have not consulted or engaged with communities that are likely to be affected by the policy or decision, give details about when you intend to carry out consultation or provide reasons for why you feel this is not necessary: An information event including this scheme will be held in Chelmsford in February 2017. This will be supported by appropriate publicity.

¹ Data sources within EEC. Refer to Essex Insight:
<http://www.essexinsight.org.uk/mainmenu.aspx?cookieCheck=true>
with links to JSNA and 2011 Census.



Section 4: Impact of policy or decision

Use this section to assess any potential impact on equality groups based on what you now know.

Description of impact	Nature of impact Positive, neutral, adverse (explain why)	Extent of impact Low, medium, high (use L, M or H)
Age	Neutral - will affect all equally	L
Disability	Neutral - will affect all equally	L
Gender	Neutral - will affect all equally	L
Gender reassignment	Neutral - will affect all equally	L
Marriage/civil partnership	Neutral - will affect all equally	L
Pregnancy/maternity	Neutral - will affect all equally	L
Race	Neutral - will affect all equally	L
Religion/belief	Neutral - will affect all equally	L
Sexual orientation	Neutral - will affect all equally	L

Cross-cutting themes

Description of impact	Nature of impact Positive, neutral, adverse (explain why)	Extent of impact Low, medium, high (use L, M or H)
Socio-economic	Neutral - will affect all equally	L
Environmental, eg housing, transport links/rural isolation	Neutral - will affect all equally	L



Section 5: Conclusion

		Tick Yes/No as appropriate	
5.1	Does the EqlA in Section 4 indicate that the policy or decision would have a medium or high adverse impact on one or more equality groups?	No <input checked="" type="checkbox"/>	
		Yes <input type="checkbox"/>	If ' YES ', use the action plan at Section 6 to describe the adverse impacts and what mitigating actions you could put in place.



Section 6: Action plan to address and monitor adverse impacts

What are the potential adverse impacts?	What are the mitigating actions?	Date they will be achieved.
N/A		



Section 7: Sign off

**I confirm that this initial analysis has been completed appropriately.
(A typed signature is sufficient.)**

Signature of Head of Service:

Date:

Signature of person completing the EqlA: Mark Robinson

Date: 15/12/16

Advice

Keep your director informed of all equality & diversity issues. We recommend that you forward a copy of every EqlA you undertake to the director responsible for the service area. Retain a copy of this EqlA for your records. If this EqlA relates to a continuing project, ensure this document is kept under review and updated, eg after a consultation has been undertaken.

