

Equalities Comprehensive Impact Assessment - Head of service review

Reference: ECIA429329482

Submitted: 20 June 2022 17:39 PM

Executive summary

Title of policy / decision: Active Travel Fund 2 – Proposed Implementation of '20mph Speed Limit', Various Roads, Braintree

Policy / decision type: Cabinet Member Action (CMA)

Overview of policy / decision: "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 be created that will help protect children in particular, on their way to and from school and for those who have mobility issues and so may be slower to move around particularly if they get 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 the scheme and therefore no negative impacts on people with certain physical disabilities will be felt due to this scheme being implemented. There are a number of existing humps near to the roads that are subject to these extensions but nothing planned for these new 20mphs.

As part of ECC's ATF2 scheme in Braintree, ECC proposes to introduce a number 20mph Zone in and around the City Centre. Some of these streets are in close proximity to local schools and therefore these proposals will greatly improve the safety for school children to walk and cycle to their respective schools. This in addition to improved general road safety for all the users of these roads.

As a result of ECC's statutory consultation in respect of the proposal to introduce 20mph speed limits, ECC has received 14 objections during the consultation to the proposed speed limits. A summary of the comments can be found in Appendix 3. However, two of the objections (objections 1 & 14) were raising the issue of enforcement and questioning why enforcement was not part of the proposed scheme. A further five (objections 2,4,6 & 7) objections were to question why Victoria Street wasn't included and another one (objection 12), Sunnyside hadn't been included. Of the remainder the fear that the new 20mph speed limits would only worsen the congestion that objectors say exist and general road chaos that they claim occurs. Two objectors (objectors 3 & 5) regard the proposed new 20mphs as being a waste of money that should be spent on repairs to the roads. These concerns

were relayed to the scheme designers but as there are no alternative solutions to the proposal, no changes have been made and the scheme remains as published in the consultation.

Like all other speed limits that are introduced across Essex, they are based on the Traffic Management Strategy (2005) and the Essex Speed management Strategy (2010). Both strategies currently place a significant importance on the movement of vehicular traffic (in line with the objectives of ECC at that time) that no longer fits with the current national and local ambitions for more sustainable travel. The roads in question are all classed as local roads and as ECC policies stand on speed limits at present, the proposed new 20mph speed limits are in line with current policy. They are heavily residential, and their positions lends them to being within walking distance of the town centre and local amenities.

The new 20mph speed limits are 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.

* 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-roadaccidents>

** 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

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 Braintree Centre by lower vehicle speeds helping to encourage 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.

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?: At lower speeds road collisions will result in most cases, less severe injuries so those more vulnerable group, less mobile who may unfortunately could be involved in a collision may suffer lesser injuries. Figures will be analysed in 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, Carers

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

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

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 new 20mphs are implemented across parts of Braintree town centre and its surrounding areas. 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 Braintree and Witham Times 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 Braintree.

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.

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

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 Braintree and Witham Times 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 Braintree.

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.

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: 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 Braintree and Witham Times 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 Braintree.

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.

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: 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 Braintree and Witham Times 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 Braintree.

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.

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

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

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.: No

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

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 Braintree and Witham Times 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 Braintree.

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.

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: 20/06/2022

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 and 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