

## Equalities Comprehensive Impact Assessment - Head of service review

Reference: ECIA455932226

Submitted: 26 October 2022 15:21 PM

### Executive summary

**Title of policy / decision:** Active Travel Fund 2 – Panfield Lane, Bank Street, Rayne Street and Coggeshall Road TRO, Braintree

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

**Overview of policy / decision:** This proposals that make up this scheme will reduce traffic in the town centre, improve air quality and create a more pleasant local environment and help create a safer, greener, healthier town centre. This will assist in encouraging a more sustainable transport modal shift which will help meet objectives contained in ECC's Everyone's Essex Health and Environment. Vehicles will be prohibited to travel in a southerly direction on Panfield Lane and to make a left hand turn onto the B1256 Rayne Road, Braintree.

The centre of Braintree suffers from congestion. Currently, from Panfield Lane towards Coggeshall Road there are one-way restrictions for traffic travelling eastbound. This scheme will reduce traffic in the town centre, improve air quality and create a more pleasant local environment.

A westbound segregated contraflow cycle lane will be added along this route, starting at the entrance to the White Hart car park and finishing at the junction of Panfield Lane with Rayne Road. Also, the proposal will prohibit those vehicles travelling in a southerly direction on Panfield Lane making a left hand turn onto B1256 Rayne Road, Braintree towards Bank Street. To accompany this work, the crossing on Rayne Road, just before the junction with Bank Street, will be upgraded from a Pelican to a Puffin crossing which, by utilising sensors, will regulate the flow of traffic more efficiently. These measures are expected to deliver a range of benefits, which will make it safer for pedestrians and cyclists and, in turn, deliver improvements to health and wellbeing, together with having a transformational impact on the local area, helping create a safer, greener, healthier town centre.

**What outcome(s) are you hoping to achieve?:** This proposal will reduce traffic in the town centre, improve air quality and create a more pleasant local environment and help create a safer, greener, healthier town centre. This will assist in encouraging a more sustainable transport modal shift which will help meet 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?:** Numbers of people walking and cycling will be measured and compared to pre-installation levels. Also traffic flows before and after will be measured in the town centre.

**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, A good place for Children and Families to Grow

**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

**Which strategic priorities does this support? - Families:** Family resilience and stability, 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:** 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.

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 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:** 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:** High

### **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:** 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 Braintree.

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.

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 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:** 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:** 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.

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 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:** 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 Health Group or 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 the ATF2 will benefit those who live and visit the areas where the new measures are proposed. By their very nature, the areas are urban, being within Braintree and so these measures will have a high positive impact on those inhabitants living there. However, Braintree is not classed as overpopulated but by reducing the level of traffic within the town, it makes the town a safer and more pleasant place to live. New housing is planned to be built which may place a strain on exiting services and the road network to the detriment of those living in the town.

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

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 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:** 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:** No aspects of the proposed schemes will have either a positive or negative impact on the aspect's 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. 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:** 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?:** Yes

**What are the mitigating actions?:** 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.

**Date they will be achieved:** 07/10/2022

**Which characteristics do these mitigating actions apply to?:** Disability - physical impairment, Disability - sensory impairment

## 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