Equalities Comprehensive Impact Assessment

Executive Summary

Title of policy/decision
Proposed 'No Waiting at Any Time' restriction on Gleneagles Way, and B1137 The Street, Hatfield Peverel, in the District of Braintree

Date
31/01/2023

Policy/decision type
Cabinet Member Action (CMA)

Overview of policy/decision
Due to a new development being introduced off Birkdale Rise it has been requested that additional parking restrictions be added to B1137 The Street, and its junction with Gleneagles Way in order to provide junction protection and safety for drivers. B1137 The Street is popular with commuters parking their vehicles and walking to the station. B1137 The Street is a busy road due to it being the only access to Hatfield Peverel for southbound traffic, this means that there are fast approaching cars from the A12. Due to the increase in traffic generated by the new development, it is believed that these restrictions will ensure that B1137 The Street and its junction with Gleneagles Way is kept clear of traffic, which will provide safety for residents, drivers and other road users.

What outcomes is the policy/decision hoping to achieve
The implementation of the proposal for additional parking restrictions be added to The Street, and its junction with Gleneagles Way in order to provide junction protection and safety for drivers.

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

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

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

How will the impact of the policy/decision be monitored and evaluated?
Figures will be analysed in Essex County Council's annual evaluation of recorded collisions and action taken accordingly.

Will this policy/decision impact on: *Tick as appropriate*	Yes	No
Service Users		✓
Employees		✓
Wider community or groups of users		✓

What strategic priorities will this policy/decision support?
Strong, inclusive, and sustainable economy / High quality of life and environment / Health, well-being, and independence for all ages / Best start in life for children and families

What geographical areas of Essex will the policy/decision affect?			
All Essex		Epping Forest	
Basildon		Harlow	
Braintree	✓	Maldon	
Brentwood		Rochford	
Castle Point		Tendring	
Chelmsford		Uttlesford	
Colchester			

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Equalities - Groups With Protected Characteristics			
For more information on protected characteristics https://www.equalityhumanrights.com/en/equality-act/protected-characteristics			
Nature of impact			
Characteristic	**Positive**	**Negative**	**None**
Age			✓
Disability (including learning disability, mental health issues, physical impairment, and sensory impairment)			✓
Sex			✓
Gender reassignment			✓
Marriage / Civil Partnership			✓
Pregnancy / maternity			✓
Race			✓
Religion / belief			✓
Sexual orientation			✓
Extent of impact			
Characteristic	**High**	**Medium**	**Low**	**N/A**
Age				✓
Disability (including learning disability, mental health issues, physical impairment, and sensory impairment)				✓
Gender / sex				✓
Gender reassignment				✓
Marriage / Civil Partnership				✓
Pregnancy / maternity				✓
Race				✓
Religion / belief				✓
Sexual orientation				✓

Rationale for assessment, including data used to assess the impact

N/A

(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales

N/A

What actions have already been taken to mitigate any negative impacts?

None, as objections to the 'No Waiting at Any Time' restrictions being implemented causing there to be nowhere for residents to park outside their properties: are outweighed by the safety benefits that the introduction of Proposed 'No Waiting at Any Time' restrictions on Gleneagles Way, and B1137 The Street, Hatfield Peverel, in the District of Braintree gives, particularly the most disadvantaged.

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Levelling Up - Priority Areas & Cohorts

For more information on Levelling Up Plans and strategies click here.

Nature of impact

Cohort / Area	Positive	Negative	None
Children and adults with SEND, learning disabilities or mental health conditions (taking an all-age approach)			✓
Children on Free School Meals			✓
Working families			✓
Young adults (16-25 who have not been in education, training, or employment for around 6-12 months			✓
Harlow			✓
Jaywick and Clacton			✓
Harwich			✓
Basildon (Town) housing estates			✓
Canvey Island			✓
Colchester (Town) - Housing Estates			✓
Rural North of the Braintree District			✓

Extent of impact

Cohort / Area	High	Medium	Low	N/A
Children and adults with SEND, learning disabilities or mental health conditions (taking an all-age approach)				✓
Children on Free School Meals				✓
Working families				✓
Young adults (16-25 who have not been in education, training, or employment for around 6-12 months				✓
Harlow				✓
Jaywick and Clacton				✓
Harwich				✓
Basildon (Town) housing estates				✓
Canvey Island				✓
Colchester (Town) - Housing Estates				✓
Rural North of the Braintree District				✓

Rationale for assessment, including data used to assess the impact

N/A

(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales

N/A

What actions have already been taken to mitigate any negative impacts?

None, as objections to the 'No Waiting at Any Time' restrictions being implemented causing there to be nowhere for residents to park outside their properties: are outweighed by the safety benefits that the introduction of Proposed 'No Waiting at Any Time' restrictions on Gleneagles Way, and B1137 The Street, Hatfield Peverel, in the District of Braintree gives, particularly the most disadvantaged.

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Equalities - Inclusion Health Groups and Other Priority Groups

For more information on health inequalities and health inclusion groups
https://www.england.nhs.uk/ltphimenu/definitions-for-health-inequalities/

Nature of impact

Group	Positive	Negative	None
Refugees / asylum seekers			✓
Homeless / rough sleepers			✓
Offenders / ex-offenders			✓
Carers			✓
Looked after children			✓
Veterans			✓
People who are unemployed / economically inactive			✓
People on low income			✓

Extent of impact

Group	High	Medium	Low	N/A
Refugees / asylum seekers				✓
Homeless / rough sleepers				✓
Offenders / ex-offenders				✓
Carers				✓
Looked after children				✓
Veterans				✓
People who are unemployed / economically inactive				✓
People on low income				✓

Rationale for assessment, including data used to assess the impact

N/A

(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales

N/A

What actions have already been taken to mitigate any negative impacts?

None, as objections to the 'No Waiting at Any Time' restrictions being implemented causing there to be nowhere for residents to park outside their properties: are outweighed by the safety benefits that the introduction of Proposed 'No Waiting at Any Time' restrictions on Gleneagles Way, and B1137 The Street, Hatfield Peverel, in the District of Braintree gives, particularly the most disadvantaged.

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Equalities - Geographical Groups

Deprivation: The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation in England and is part of a suite of outputs that form the Indices of Deprivation (IoD). It follows an established methodological framework in broadly defining deprivation to encompass a wide range of an individual's living conditions. People may be considered to be living in poverty if they lack the financial resources to meet their needs, whereas people can be regarded as deprived if they lack any kind of resources, not just income. Across Essex an estimated 123,640 residents live in the most deprived quintile (20%) nationally, equivalent to 8.6% of the total population. https://data.essex.gov.uk/dataset/2w89n/indices-of-multiple-deprivation-imd-2019-full-report

Rural/Urban: The Rural-Urban definition (DEFRA) introduced in 2004, defines urban areas as settlements of over 10,000 people. Other settlements are defined as one of three rural types: town and fringe, village, or hamlet, and dispersed. https://www.gov.uk/government/statistics/the-rural-urban-definition

Coastal: ONS provides the following definition: Seaside towns are those with a tourist beach and associated visitor attractions while the other coastal towns include those focused on other activities such as being a port town or industrial town. For further information https://www.ons.gov.uk/businessindustryandtrade/tourismindustry/datasets/coastaltownsinenglandandwales https://data.essex.gov.uk/dataset/e1kmd/essex-economic-commission-dealing-with-challenges-of-coastal-communities-in-greater-essex

Nature of impact			
Group	**Positive**	**Negative**	**None**
People living in areas of high deprivation			✓
People living in rural or isolated areas			✓
People living in coastal areas			✓
People living in urban or over-populated areas			✓

Extent of impact				
Group	**High**	**Medium**	**Low**	**N/A**
People living in areas of high deprivation				✓
People living in rural or isolated areas				✓
People living in coastal areas				✓
People living in urban or over-populated areas				✓

Rationale for assessment, including data used to assess the impact
N/A

(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales
N/A

What actions have already been taken to mitigate any negative impacts?
None, as objections to the 'No Waiting at Any Time' restrictions being implemented causing there to be nowhere for residents to park outside their properties: are outweighed by the safety benefits that the introduction of Proposed 'No Waiting at Any Time' restrictions on Gleneagles Way, and B1137 The Street, Hatfield Peverel, in the District of Braintree gives, particularly the most disadvantaged.

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Families			
Nature of impact			
Group	**Positive**	**Negative**	**None**
Family formation (e.g., becoming or living as a couple, the ability to live with or apart from children)			✓
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)			✓
Family members' ability to play a full role in family life (e.g., fulfilling parenting and other caring responsibilities)			✓
Families before, during and after couple separation			✓
Families most at risk of deterioration of relationship quality and breakdown			✓

Extent of impact				
Group	**High**	**Medium**	**Low**	**N/A**
Family formation (e.g., becoming or living as a couple, the ability to live with or apart from children)				✓
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)				✓
Family members' ability to play a full role in family life (e.g., fulfilling parenting and other caring responsibilities)				✓
Families before, during and after couple separation				✓
Families most at risk of deterioration of relationship quality and breakdown				✓

Rationale for assessment, including data used to assess the impact
N/A

(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales
N/A

What actions have already been taken to mitigate any negative impacts?
None, as objections to the 'No Waiting at Any Time' restrictions being implemented causing there to be nowhere for residents to park outside their properties: are outweighed by the safety benefits that the introduction of Proposed 'No Waiting at Any Time' restrictions on Gleneagles Way, and B1137 The Street, Hatfield Peverel, in the District of Braintree gives, particularly the most disadvantaged.

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Digital Accessibility
Accessibility regulations mean public sector organisations have a legal duty to make sure their websites and mobile applications meet accessibility requirements. Further guidance can be found in the council's <u>*Digital Accessibility Policy*</u>
Is the new or revised policy / decision linked to a digital service (website, system, or application)?
Yes
(If yes) What steps have you taken to meet the accessibility requirements?   *Outline the specific actions taken to meet the digital accessibility requirements – for further information visit <u>https://accessibility.campaign.gov.uk/</u> or contact <u>accessibility@essex.gov.uk</u>*
Documents for the proposal were uploaded to the Essex Highways Website for members of the public to view.
(If yes) How have you tested accessibility?   *Outline the actions taken to test accessibility.*
By checking the documents on the Essex Highways Website to make sure they worked and were viewable.
(If yes) How will you monitor and maintain accessibility once it has gone live   *Outline how accessibility will be monitored and maintained*
After it has gone live, the documents were checked to make sure members of the public can view them.

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Climate

For more information on Energy, Climate and the Environment visit
https://www.essex.gov.uk/topic/energy-climate-environment

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

No

(If yes) Do you know what products, materials, and qualified built environment professionals you will be using?

	Yes	No	N/A
Are you maximising the opportunity to source materials locally and maximise use of sustainable materials such as wood?			✓
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?			✓
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?			✓

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

	Yes	No	N/A
Are you using the design quality and advice provided by the Essex Design Guide?			✓
Are you using the Climate Change guidance and advice provide by the Essex Design Guide?			✓
Are you providing a policy compliant development which accords with the District Local Plan policies?			✓
Are using the Health and Wellbeing guidance provided by the Essex Design Guide?			✓
Have you provided a costed net zero option for consideration?			✓

(If yes) Is your proposed development/ building as efficient as possible?

	Yes	No	N/A
Is the Energy performance Certificate (EPC) rating of the achieving and EPC A+ or net zero carbon standard?			✓
Have opportunities to reduce energy use through the use of smart digital systems been considered?			✓
Does your development by design avoid the need for air conditioning?			✓
Does your new development have water efficiency measures in place?			✓

(If yes) Do you know where your energy is coming from and how much of it comes from renewable sources?

	Yes	No	N/A
Are you maximising opportunities to use onsite renewable energy (e.g., roof top solar panels) to deliver this service?			✓
Is your new or extended development using a renewable heat source i.e., district heating or a form of heat pump?			✓

(If yes) Is your development resilient to climate risks including flooding, overheating and subsidence?

	Yes	No	N/A

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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?			✓
Have you reviewed environment agency to ascertain your flood risk? Do you need to put in place mitigation such as sustainable drainage?			✓
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?			✓
Are you using external planting, green walls, and green roofs to insulate the building and provide shading to cut risks of overheating?			✓
(If yes) Is your development supporting active travel and minimising pollution?			
	Yes	**No**	**N/A**
Does your site allow connection to key public transport and active travel routes?			✓
Are you using Green Infrastructure to interrupt the pathway of carborne pollutants to the public e.g., use of hedges, shrubs, and trees?			✓
Have you provided space for secure cycle parking, showering, cycle and walking pathways on site etc?			✓
Does the building have adequate space for recycling and waste separation?			✓
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			
(If yes) Where are staff coming from and how are they travelling?			
(If yes) Are you specifying electric cars?			
Yes / No			
(If yes) Are you specifying transition to low emission vehicles for heavier vehicles as these become available?			
Yes / No			
(If yes) Does your decision/policy involve elements connected to waste?			
Yes / No			
(If yes) Do you know what products or materials you will be using and where these come from?			
	Yes	**No**	**N/A**
Are you maximising the opportunity to source locally?			✓
Are you specifying goods or materials with a recycled/reused content?			✓
Are you able to utilise repurposed (second-hand) equipment when delivering this decision?			✓
Are the materials being used easy to recycle at the end of their life?			✓
Have you selected materials that minimise environmental impacts – e.g., minimising one use plastics?			✓
Purchase and use of materials, bulk buy to reduce number of trips?			✓

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(If yes) How much waste are you expecting this activity to generate? Generally, the more waste produced the greater the greenhouse gas impact. It is therefore important to consider how you can avoid waste when designing services, buying goods, and delivering infrastructure.

	Yes	No	N/A
Are you able to measure the amount of waste being generated and set targets to reduce?			✓
Can the service be operated in a digital way or redesigned to reduce the use of material resources?			✓
If purchasing goods, are they durable and long lasting, and can they be easily maintained and repaired?			✓
Are you able to share goods and service with others to reduce resource use?			✓
Are you avoiding over-packaged or difficult to recycle goods and single use items?			✓
Can you donate or sell materials and products that are no longer required?			✓

(If yes) Will any waste be generated by this decision?
Delete as applicable

Yes / No

(If yes) Most of our activities will generate waste so it is important that this waste is managed properly to reduce greenhouse gas emissions. What approaches are in place to maximise reuse, recycling and composting of any waste generated by this decision?

(If yes) Where is waste being treated and disposed of?

Nature of impact

Group	Positive	Negative	None
Built Environment / Energy			✓
Sustainable Transport / Travel			✓
Waste			✓

Extent of impact

Group	High	Medium	Low	N/A
Built Environment / Energy				✓
Sustainable Transport / Travel				✓
Waste				✓

Rationale for assessment, including data used to assess the impact

N/A

(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales

N/A

What actions have already been taken to mitigate any negative impacts?

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Sign Off		
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