

Equality Impact Assessment template

The final version should be submitted using the online EqIA form

Section 1: Executive Summary	
1.1	<p>Title of policy (or decision)</p> <p>Proposed 30mph Speed Limit East Road, Ivy Lane, Broman's Lane, Shop Lane, Church Lane and Meeting Lane. East Mersea, Colchester</p>
1.2	<p>Describe the main aims, objectives and purpose of the policy (or decision)</p> <p>Essex County Council has formally advertised the proposed implementation of a 30mph speed limit on East Road, East Mersea, Colchester along with the following adjoining side roads Ivy Lane, Broman's Lane, Moore Lane, Shop Lane, Church Lane and Meeting Lane (the Proposal) which was not in accordance with the Essex Speed Management Strategy or national guidance given in Department for Transport circular 01/2013 "Setting Local Speed Limits". Six formal comments to the proposal have been received of which several are formal objections, the Leader of the Council is now asked to decide as to whether the proposal should be implemented as advertised.</p> <p>What outcome(s) are you hoping to achieve? <i>Refer to strategic aims / strategic priorities in Organisation Strategy</i></p> <p>The Leader of the Council considers each of the options as set out in section 4 of the report, and makes a decision as to whether the 30mph speed limit advertised should be implemented.</p>
1.3	<p>Is this a new policy (or decision) or a change to an existing policy, practice or project?</p> <p>New decision</p>

--	--

Section 2: Assessing the Equality Impact

Use this section to record how you have assessed any potential impact on equality groups. What is known about the population likely to be affected which will support your understanding of the impact of the policy (or decision)? Consider any consultation / data as supporting evidence (eg service uptake/usage, customer satisfaction surveys, staffing data, performance data, research information). An opportunity to explain impacts on specific protected groups is provided later on this form

The entirety of the roads included within the proposal are rural lanes, all of which, bar East Road, drop down in width at times only allowing for one flow of traffic to pass. In addition, none of these roads encompass pedestrian footways. This is the main area of concern for residents and the Parish, especially in the summer months as the number of pedestrians in the area increases due to the local tourism industry which is heavily made up by the three campsites in the Parish. Many of these include young families visiting the campsites, in addition, the permanent population of East Mersea has a higher population percentage of 65+ year olds than Colchester Borough's mean average percentage. The average population percentage of 65+ year olds in the Colchester Borough is between 17.1% and 20.02%, whereas, the population of East Mersea is made up of 23.1% 65+ year olds.

A higher population percentage of 65+ year olds than average, paired with the increase of young families in the summer months, adds to the risk surrounding vulnerable pedestrians using this local road network. These are people who may need to take extra time and caution when using the public highway. The aim of the Proposal is therefore to provide a more accommodating pedestrian environment and reduce the risk of collisions.

Does or will the policy or decision affect:

Service users	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
Employees	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
The wider community or groups of people, particularly where there are areas of known inequalities	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

Which geographical areas of Essex does or will the policy or decision affect (e.g. Borough/City/District/All Essex)

All Essex	<input type="checkbox"/>
Basildon	<input type="checkbox"/>
Braintree	<input type="checkbox"/>
Brentwood	<input type="checkbox"/>
Castle Point	<input type="checkbox"/>
Chelmsford	<input type="checkbox"/>
Colchester	<input checked="" type="checkbox"/>
Epping Forest	<input type="checkbox"/>
Harlow	<input type="checkbox"/>
Maldon	<input type="checkbox"/>
Rochford	<input type="checkbox"/>

Tendring Uttlesford	<input type="checkbox"/> <input type="checkbox"/>		
Will the policy or decision influence how organisations operate?		Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
Will the policy or decision involve substantial changes in resources?		Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
Is this policy or decision associated with any of the Council's other policies?		Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

Section 3: Description of Impact

Description of impact	Nature of impact Positive, neutral, adverse (please explain your reasons)	Extent of impact Low, Medium, High (please explain your reasons)
Age	Neutral – if the decision is taken to introduce the proposed 30mph speed limit as advertised, it may have a positive impact on the relatively high population of over 65 year olds living on East Mersea and young families visiting during summer months.	Low – there is no guarantee that changing this speed limit will result in a change of driver behaviour.
Disability – learning disability	Neutral	N/A
Disability – mental health issues	Neutral	N/A
Disability – physical impairment	Neutral – if the decision is taken to introduce the proposed 30mph speed limit as advertised, it may have a positive impact on individuals with physical impairments.	Low – there is no guarantee that changing this speed limit will result in a change of driver behaviour.
Disability – sensory impairment	Neutral – if the decision is taken to introduce the proposed 30mph speed limit as advertised, it may have a positive impact on individuals with sensory impairments.	Low – there is no guarantee that changing this speed limit will result in a change of driver behaviour.
Gender / Sex	Neutral	N/A
Gender reassignment	Neutral	N/A
Marriage / civil partnership	Neutral	N/A
Pregnancy / maternity	Neutral – if the decision is taken to introduce the proposed 30mph speed limit as advertised, it may have a positive impact on the young families visiting during summer months.	Low – there is no guarantee that changing this speed limit will result in a change of driver behaviour.

Race	Neutral	N/A
Religion / belief	Neutral	N/A
Sexual orientation	Neutral	N/A

Section 4: Action plan to address and monitor adverse impacts

Does your EqlA indicate that the policy or decision would have a medium or high adverse impact on one or more equality groups?

Y ☐ N ☒

If 'YES', use the space below to describe what mitigating actions you could put in place to address any adverse impacts identified

What are the mitigating actions?

Date they will be achieved?

Section 5: Sign off

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

Signature of person completing the EqlA:
Chloe Livingstone

Date: 24/02/2020

Names and contact details: Chloe Livingstone chloe.livingstone@essexhighways.org

Your function, service area and team: Essex Highways, Design Service, Network Assurance

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

Signature of Head of Service:

Date: