

# Equality Impact Assessment

<b>Section 1: Executive Summary</b>	
<b>1.1</b>	<p><b>Title of policy (or decision)</b></p> <p>Proposed Traffic Regulation Order – No Waiting At Any Time (NWAAT) and 20 mph Zone, 'Chesterwell Development', Colchester.</p>
<b>1.2</b>	<p><b>Describe the main aims, objectives and purpose of the policy (or decision)</b></p> <p>For the Cabinet Member for Highways and Transport to decide whether the proposed scheme for the proposed Traffic Regulation Order – NWAAT restrictions (inclusive of 20mph zone) should be implemented as advertised, having considered the representations made to the formal advertisement of the proposals.</p> <p><b>What outcome(s) are you hoping to achieve? Refer to strategic aims / strategic priorities in Organisation Strategy</b></p> <p>What outcome(s) are you hoping to achieve? Refer to strategic aims / strategic priorities in Organisation Strategy</p> <p>Cabinet Member approval to overrule objections received to the proposal for NWAAT measures which are designed to improve visibility and provide a clearer access for all road users.</p> <p>Junction Protection in the form of NWAAT restrictions (double yellow lines) are designed to improve visibility and to provide clear access for all users of the highway, particularly vulnerable road-users such as pedestrians, including those with mobility impairments and pushchair users, who for example may wish to make appropriate use of the section of dropped kerb at junctions.</p> <p>NWAAT restrictions in turning heads at the end of Fords Lane and a superseded section of the Nayland Road are designed to deter parking so as to allow cyclists to freely access the new cycleway. The proposed measures are also considered necessary for visibility purposes and to provide clear passage and adequate turning space for all vehicles especially farm vehicles and other large vehicles accessing the Nayland Road sites.</p> <p>NWAAT measures also help to maintain a clear path for all vehicles including service / emergency vehicles, at all times.</p> <p>Regarding the proposed 20mph Zone. It is Essex County Council's (ECC) policy that new housing estate roads are constructed to ensure, as far as is possible, that vehicle speeds are 24mph or below. This is done via the introduction of a 20mph</p>

	<p>zone and a variety of traffic calming measures. The intention is to reduce vehicular speeds and improve the pedestrian environment.</p> <p>The reduction in speed should provide a safer environment for pedestrians and cyclist to help encourage residents to make sustainable journeys.</p>
1.3	<p><b>Is this a new policy (or decision) or a change to an existing policy, practice or project?</b></p> <p>No</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

[enter text]

**Does or will the policy or decision affect:**

Service users	Y <input type="checkbox"/>	N <input type="checkbox"/>
Employees	Y <input type="checkbox"/>	N <input 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"/>	Colchester	<input checked="" type="checkbox"/>
Basildon	<input type="checkbox"/>	Epping Forest	<input type="checkbox"/>
Braintree	<input type="checkbox"/>	Harlow	<input type="checkbox"/>
Brentwood	<input type="checkbox"/>	Maldon	<input type="checkbox"/>
Castle Point	<input type="checkbox"/>	Rochford	<input type="checkbox"/>
Chelmsford	<input type="checkbox"/>	Tendring	<input type="checkbox"/>
		Uttlesford	<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 the new or revised policy linked to a digital service (website, system or application)?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>

Please describe the steps you have taken to:

- meet the digital accessibility requirements
- test the accessibility of the website, system or application
- maintain accessibility once it has gone live

It is recognised that lower vehicle speeds provide a safer environment for pedestrians and other vulnerable road users. Lower vehicles speeds should provide a safer and improved air quality for residents. The advertised parking restrictions will complement the speed limit in

creating a better community for residents. It's a relatively new housing development for all people and makes no distinction between groups.

Informal and Formal consultation with local residents leading to support but also objections and concerns. The objections will be presented on a report for consideration by the Cabinet Member for Highways to make a decision whether or not the scheme should be implemented.

Although comments on the scheme in principle were received, none of these were on the grounds of potential discrimination at present or in the future.

### 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	Positive – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by any NWAAT restrictions, and they will be afforded greater protection as a result of the 20 mph zone.	L
Disability – learning disability	Neutral - Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by this decision.	L
Disability – mental health issues	Neutral – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by this decision.	L
Disability – physical impairment	Positive – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by any NWAAT restrictions, and they will be afforded greater protection as a result of the 20 mph zone.	L
Disability – sensory impairment	Positive – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by any NWAAT restrictions, and they will be afforded greater protection as a result of the 20 mph zone.	L
Gender / Sex	Neutral – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by this decision.	L

Gender reassignment	Neutral – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by this decision.	L
Marriage / civil partnership	Neutral – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by this decision.	L
Pregnancy / maternity	Positive – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by any NWAAT restrictions, and they will be afforded greater protection as a result of the 20 mph zone.	L
Race	Neutral – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by this decision.	L
Religion / belief	Neutral – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by this decision.	L
Sexual orientation	Neutral – Our assessment leads us to the conclusion that this protected characteristic will not be disproportionately impacted by this decision.	L
I confirm that I have considered the potential impact on all of the protected characteristics Y <input checked="" type="checkbox"/>		
Describe any actions that have already been taken to mitigate negative impacts on any of the protected characteristics. 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:  
Vicky Duff

Date: 07/09/2020

Names and contact details:  
William Andres  
william.andras@essexhighways.org

Your function, service area and team:  
Design Services Essex Highways

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

Signature of Head of Service:  
Vicky Presland

Date: 08/09/2020

