

<p style="text-align: center;">ACTION TAKEN</p> <p style="text-align: center;">BY</p> <p style="text-align: center;">CHIEF OFFICER</p>	<p style="text-align: center;">HIGHWAYS & TRANSPORTATION</p>	
	<p style="text-align: center;">Action by EXECUTIVE DIRECTOR PLACE AND PUBLIC HEALTH</p> <p style="text-align: center;">under delegated powers</p>	
	<p style="text-align: center;">Constitution 15.1.1 General Principles</p>	
<p>Originator's name Vicky Duff File number – TRAF/7301</p>		<p>Telephone: 07786 125877 Internal Tel:</p>

**Traffic Management Act 2004: network management in response to COVID-19
Brentwood Town Centre**

On 23rd May 2020 The Secretary of State for Transport issued further guidance to local authorities on the governments expectations of changes local authorities are to make to enable “significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel. I’m pleased to see that many authorities have already begun to do this, and I urge you all to consider how you can begin to make use of the tools in this guidance, to make sure you do what is necessary to ensure transport networks support recovery from the COVID-19 emergency and provide a lasting legacy of greener, safer transport.”

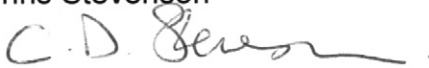
In addition to this guidance Essex County Council (ECC) are also supporting District/Borough and City Councils as they facilitate the return to the high street of shops re-opening that have been closed due to the Covid-19 pandemic restrictions. As part of this exercise ECC and Brentwood Borough Council officers have been working together with the town retailers to design and implement a project to make Brentwood town centre public spaces safer for people during the Covid-19 crisis. Called ‘Safer, Greener, Healthier’, the scheme aims to provide bigger, safer spaces in key locations for town centre shoppers, residents, workers and visitors to enable social distancing and facilitate the restart of the economy of the Town. By encouraging walking and cycling it will not only enable healthier and greener ways of getting around but should also increase footfall and subsequently sales.

A section of Brentwood High Street A1023 will be closed to motorised traffic with an exemption for Buses, cyclists and emergency vehicles effectively creating a “Bus Gate”. The full details and alternative routes are shown on the attached public notice Appendix A and scheme plan Appendix B. Consideration has been given in drafting these proposals to the function that the High Street A1023 plays in the local road network and the availability of alternative routes. As the existing route for an emergency diversion of the A12 consultations have been undertaken at a high level with Highway England to ensure an alternative emergency diversion plan is in place utilising the A13. Facilities have been provided for blue badge holders to the east of the prohibition of motor vehicles and within easy access of the High Street.

These measures as detailed on the attached public notice and plan and will be installed in the first instance as temporary for a 21 day period whilst traffic volumes are still below their pre Covid-19 levels and utilising the process under section 14(2) of the Road Traffic Regulation Act 1984. If the measures are effective in facilitating sustainable transport modes and maintaining a safer environment for road users particularly cyclists and pedestrians under the Covid-19 restrictions indicated by central government, they will be continued for an additional 21 day period (under an additional notice). During that period the Council will consider making a further temporary order under section 14(1) of the Road Traffic Regulation Act 1984 that would extend the measures for up to 18 months.

Under the initial 21 day period the measures may be removed or altered as their interaction with road users becomes more apparent as traffic numbers and road users increase. There is no requirement to consult on proposals under a section 14(2) notice however, in these exceptional circumstances comments are welcomed and a web site and email have been set up for this purpose (details on the public notice). All comments made will be considered to ensure informed decisions are made. Finance in the first temporary phases will be from the initial bid funding of 1.9 million allocated by central government for immediate temporary measures the indicative cost for this scheme is £250,000.

If the decision is taken to extend these proposal for an additional period of time that will be undertaken as a key member decision.

Signature(s)	Date(s)	Designation(s)
Chris Stevenson 	03/07/2020	Head of Network Development

Equality Impact Assessment template

The final version should be submitted using the online EqlA form

Section 1: Executive Summary	
1.1	<p>Title of policy (or decision)</p> <p>Safer, Greener, Healthier Routes in Brentwood – temporary measures in response to Covid-19</p>
1.2	<p>Describe the main aims, objectives and purpose of the policy (or decision)</p> <p>To implement a traffic management plan in Brentwood restricting the use of the High Street A1023 to facilitate the measures to reallocate road space facilitating both sustainable transport modes and social distancing as well as supporting High Street business as they re-open with the relaxation of the Covid–19 measures.</p> <p>The major part of the scheme is to close the High Street to through traffic for a period of time during the day allowing only Buses, taxis, cyclists and emergency vehicles through for these times. This will be undertaken as key decision the remaining elements will be processed under Chief Officer Action governance protocols.</p> <p>This Equality Impact Assessment applies to all the proposal attached in the Public Notice Appendix A but in particular to the element for High Street Brentwood.</p> <p>What outcome(s) are you hoping to achieve? Refer to strategic aims / strategic priorities in Organisation Strategy</p> <p>To facilitate a fast tracked change to sustainable transport modes. To facilitate social distancing guidance as directed by Central Government. To assist shops and businesses as they re-open and follow the central government guidance on social distancing.</p>
1.3	<p>Is this a new policy (or decision) or a change to an existing policy, practice or project?</p> <p>This is an emerging situation as the County Council responds to the Covid-19 pandemic and complies with central government guidance to change the priority given to the car in towns and cities allocating space for sustainable forms of transport</p>

“ We recognise this moment for what it is: a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities.
<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

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

Under the Emergency Guidance there has not been any opportunity to embark on the consultation that would have normally been undertaken prior to Traffic Management Schemes of this magnitude being implemented.

The scheme is available for the public and interested parties to comment on and these comments will be addressed. Disability groups have been informed of the current situation and will be able to comment on specific aspects that impact on their user groups.

Where possible facilities for disabled parking have been maintained.

The scheme will be implemented under a 21 day immediate order under Section 14(2) of the Road Traffic Regulation Act 1984 “the Act” on the grounds of public safety. An e mail address is given for any comment to be submitted. During this initial period the scheme may be amended or removed. A further 21 day Notice will then be issued with the intention of following this process up by a Temporary Traffic Regulation Order under Section 14(1) which may last up to 18 months.

Whilst these processes do not require a consultation to be undertaken under the specific legislation both central government and the Cabinet Member for Infrastructure have directed that engagement and consideration of any comments is undertaken whilst the schemes are installed temporarily and developed.

The closure of the High Street is a Prohibition of motor vehicles except buses, taxis, and cyclists engagement has been undertaken with the wider Essex Access groups. In order to facilitate the scheme blue badge parking is being removed from the High Street and it is being relocated to a comparable location.

Does or will the policy or decision affect:

Service users

Y ☒

N ☐

Employees	Y <input checked="" 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"/>																										
<p>Which geographical areas of Essex does or will the policy or decision affect (e.g. Borough/City/District/All Essex)</p> <table border="0"> <tr><td>All Essex</td><td><input type="checkbox"/></td></tr> <tr><td>Basildon</td><td><input type="checkbox"/></td></tr> <tr><td>Braintree</td><td><input type="checkbox"/></td></tr> <tr><td>Brentwood</td><td><input checked="" type="checkbox"/></td></tr> <tr><td>Castle Point</td><td><input type="checkbox"/></td></tr> <tr><td>Chelmsford</td><td><input type="checkbox"/></td></tr> <tr><td>Colchester</td><td><input type="checkbox"/></td></tr> <tr><td>Epping Forest</td><td><input type="checkbox"/></td></tr> <tr><td>Harlow</td><td><input type="checkbox"/></td></tr> <tr><td>Maldon</td><td><input type="checkbox"/></td></tr> <tr><td>Rochford</td><td><input type="checkbox"/></td></tr> <tr><td>Tendring</td><td><input type="checkbox"/></td></tr> <tr><td>Uttlesford</td><td><input type="checkbox"/></td></tr> </table>			All Essex	<input type="checkbox"/>	Basildon	<input type="checkbox"/>	Braintree	<input type="checkbox"/>	Brentwood	<input checked="" type="checkbox"/>	Castle Point	<input type="checkbox"/>	Chelmsford	<input type="checkbox"/>	Colchester	<input type="checkbox"/>	Epping Forest	<input type="checkbox"/>	Harlow	<input type="checkbox"/>	Maldon	<input type="checkbox"/>	Rochford	<input type="checkbox"/>	Tendring	<input type="checkbox"/>	Uttlesford	<input type="checkbox"/>
All Essex	<input type="checkbox"/>																											
Basildon	<input type="checkbox"/>																											
Braintree	<input type="checkbox"/>																											
Brentwood	<input checked="" type="checkbox"/>																											
Castle Point	<input type="checkbox"/>																											
Chelmsford	<input type="checkbox"/>																											
Colchester	<input type="checkbox"/>																											
Epping Forest	<input type="checkbox"/>																											
Harlow	<input type="checkbox"/>																											
Maldon	<input type="checkbox"/>																											
Rochford	<input type="checkbox"/>																											
Tendring	<input type="checkbox"/>																											
Uttlesford	<input type="checkbox"/>																											
Will the policy or decision influence how organisations operate?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>																										
Will the policy or decision involve substantial changes in resources?	Y <input checked="" type="checkbox"/>	N <input 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	Adverse	High The elderly may struggle with being unable to park in the High Street.
Disability – learning disability	Adverse	The scheme will take some time for road users to become accustomed to.
Disability – mental health issues	Adverse	Schemes may create confusion and appear to be restrictive
Disability – physical impairment	Neutral	The intention is to create more space for individuals to maintain social distancing
Disability – sensory impairment	Adverse	See response to Age
Gender / Sex	Neutral	No direct impact
Gender reassignment	Neutral	No direct impact
Marriage / civil partnership	Neutral	No direct impact
Pregnancy / maternity	Neutral	No direct impact
Race	Neutral	No direct impact
Religion / belief	Neutral	No direct impact
Sexual orientation	Neutral	No direct impact

Section 4: Action plan to address and monitor adverse impacts

<p>Does your EqlA indicate that the policy or decision would have a medium or high adverse impact on one or more equality groups?</p>	<p>Y <input checked="" type="checkbox"/> N <input type="checkbox"/></p>	<p>If 'YES', use the space below to describe what mitigating actions you could put in place to address any adverse impacts identified</p>
<p>What are the mitigating actions?</p>		<p>Date they will be achieved?</p>
<p>These schemes are a direct response to the Covid-19 Pandemic and Central Government's instructions on facilitating social distancing in our towns and city as well as exploring the opportunity to ensure a modal shift away from motor vehicle transport for short journeys.</p> <p>It is also to assist in facilitating businesses on our high street to re-open and managing the requirement for them to restrict access and que shoppers as required to control the spread of the virus.</p> <p>A web address is been given for anyone to view details of the schemes and also to make comment.</p> <p>Communications are being undertaken with disability groups and their feedback on schemes is actively been sought.</p> <p>Changes may be made to schemes after 21 days and schemes can be removed or amended as circumstances Dictate. If schemes are to be made permanent they will be subject to the full Traffic Regulation Order statutory process and consultation for a minimum of 21 days.</p>		

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: 02/07/2020

Names and contact details:
Vicky Duff 07786 125874

Your function, service area and team:
Network Assurance Group Manager, 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:

C. D. Stevenson (Chris Stevenson)

Date:

3 / 7 / 2020

Head of Network Development.