



## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

**DECISIONS** to be made by the Lead Member for Transport and Environment,  
Councillor Claire Dowling

**MONDAY, 5 JUNE 2023 AT 10.00 AM**

**COMMITTEE ROOM, COUNTY HALL, LEWES**

### **AGENDA**

1. Decisions made by the Lead Cabinet Member on 22 May 2023 (*Pages 3 - 6*)
2. Disclosure of Interests  
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
3. Urgent items  
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
4. Petition for a default 20-mph Speed Limit in residential areas (*Pages 7 - 14*)  
Report by the Director of Communities, Economy and Transport
5. Notice of Motion - Bishopstone Junction, Seaford (*Pages 15 - 50*)  
Report by the Director of Communities, Economy and Transport
6. Any urgent items previously notified under agenda item 3

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25 May 2023

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## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 22 May 2023 at Committee Room, County Hall, Lewes

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Councillor Chris Dowling spoke on item 4 (see minute 5)

Councillor Steve Murphy spoke on item 5 (see minute 6)

Councillors Wendy Maples and John Ungar spoke on item 6 (see minute 7)

Councillors Godfrey Daniel, Julia Hilton and Wendy Maples spoke on item 7 (see minute 8)

### 1. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 13 MARCH 2023

1.1 The Lead Member approve as a correct record the minutes of the meeting held on 13 March 2023.

### 2. DISCLOSURE OF INTERESTS

2.1 Councillor Daniel declared a personal interest in item 7 as a resident of Lower Park Road, although his residence is not within the area referred to in the petition. He did not consider this to be prejudicial.

### 3. URGENT ITEMS

3.1 There were none.

#### 4. REPORTS

4.1 Reports referred to in the minutes below are contained in the minute book.

#### 5. COMMUNITY MATCH SCHEMES 2023/24

5.1 To avoid the potential for a perceived conflict of interest, the Lead Member for Resources and Climate Change considered a report by the Director of Communities, Economy and Transport on behalf of the Lead Member for Transport and Environment.

#### DECISIONS

5.2 The Lead Member RESOLVED to:

(1) Agree that £30,000 of match funding is allocated towards the Blackboys Community Match speed limit reduction scheme for detailed design work in 2023/24 and construction in 2023/24; and

(2) Delegate authority to the Director of Communities, Economy & Transport to approve the 50% match funding contribution for the scheme in Table 1 up to a maximum contribution of £50,000 once the design and construction costs are known.

#### REASONS

5.3 The Community Match programme continues to provide the opportunity for town/parish councils, local resident groups and organisations to secure match funding to enable local priority schemes to be delivered which otherwise would not come forward using County Council funding alone through the capital programme of local transport improvements. From the £250,000 allocation for 2023/24, there is sufficient funding available to provide the community match funding requests to deliver the scheme at Blackboys for which an application has been submitted.

#### 6. PETITION: TO IMPLEMENT A ONE-WAY SYSTEM AND 20MPH SPEED LIMIT IN GARFIELD ROAD, HAILSHAM

6.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

6.2 Mr Dan Page, a representative of the Lead Petitioner for the petition calling on the County Council to implement a one-way system and 20mph speed limit in Garfield Road, Hailsham spoke to highlight safety concerns regarding speed of traffic and parking along Garfield Road.

## DECISIONS

6.3 The Lead Member RESOLVED to advise petitioners that:

(1) A potential scheme to implement a one-way system and 20mph speed limit in Garfield Road has been assessed through the approved High Level Sift process and is not a priority for the County Council at the present time; and

(2) Petitioners may wish to consider taking a potential scheme forward through Community Match. A Feasibility Study at a cost of £500 would be required prior to a Community Match application.

## REASONS

6.4 A scheme to implement a 20mph speed limit, one-way system and any supporting traffic calming features in Garfield Road is not presently a priority for funding from the County Council's budget. However, appropriate improvements could be considered should an alternative source of funding become available, or if an application through Community Match was successful.

## 7. PETITION TO IMPLEMENT A ONE-WAY SYSTEM, PEDESTRIAN CROSSING AND TRAFFIC CALMING MEASURES IN OCKLYNGE ROAD, EASTBOURNE

7.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

7.2 Mr Bruno Santiano, the Lead Petitioner for the petition calling on the County Council to implement a one-way system, pedestrian crossing and traffic calming measures in Ocklynge Road, Eastbourne spoke to highlight safety concerns, noise levels and pollution along Ocklynge Road.

## DECISIONS

7.3 The Lead Member RESOLVED to advise petitioners that:

(1) A potential scheme to implement a one-way system, pedestrian crossing and traffic calming measures has been assessed through the approved High Level Sift process and is not a priority for the County Council at the present time.

(2) Petitioners may wish to consider taking a potential scheme forward through Community Match. A Feasibility Study at a cost of £500 would be required prior to a Community Match application.

## REASONS

7.4 A scheme to implement a one-way system, pedestrian crossing and traffic calming measures in Ocklynge Road does not meet the Council's criteria and therefore, is not a priority for the County Council at the present time. However, appropriate improvements could be considered should an alternative source of funding become available, or an application through Community Match was successful.

8. PETITION TO IMPLEMENT 20MPH AND HEAVY GOODS VEHICLE LIMITS ON LOWER PARK ROAD, HASTINGS

8.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

8.2 Mr Mark Etherington and Mr Jeremy Llewellyn-Jones, the Lead Petitioners for the petition calling on the County Council to implement 20mph and Heavy Goods Vehicle limits on Lower Park Road, Hastings spoke to highlight safety concerns, pollution, the increased number of HGVs in the area and the positioning of the speed monitoring equipment used as part of the speed survey collected for the report.

DECISIONS

8.3 The Lead Member RESOLVED to advise petitioners that:

(1) A potential scheme to implement a 20mph speed limit and Heavy Goods Vehicle restriction has been assessed through the approved High Level Sift process and is not a priority for the County Council at the present time; and

(2) Petitioners may wish to consider taking a potential scheme forward through Community Match. A Feasibility Study at a cost of £500 would be required prior to a Community Match application.

REASONS

8.4 A scheme to implement a 20mph speed limit and HGV restriction in Lower Park Road does not meet the County Council's criteria and, therefore, is not presently a priority for funding. However, appropriate improvements could be considered should an alternative source of funding become available, or an application through Community Match was successful.

**Report to:** Lead Member for Transport and Environment

**Date of meeting:** 5 June 2023

**By:** Director of Communities, Economy and Transport

**Title:** Petition for a default 20-mph Speed Limit in residential areas

**Purpose:** To consider the petition to make 20-mph the default speed limit for residential areas.

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**RECOMMENDATIONS:** The Lead Member is recommended to advise petitioners that:

- (1) East Sussex County Council (ESCC) each year introduces a range of road safety improvements, which can include 20-mph schemes, traffic calming and pedestrian crossings, through the multi-faceted approach as set out in this report;
- (2) ESCC is committed to working with all stakeholders to improve road safety across East Sussex, including our partners from the Sussex Safer Roads Partnership;
- (3) The County Council has a finite amount of funding to develop local transport improvements and we need to ensure that we target our resources to those schemes which will be of greatest benefit to our local communities. A potential scheme to introduce a default 20-mph speed limit for residential roads across East Sussex has been assessed through our approved scheme prioritisation process and is not a priority for the County Council at the present time; and
- (4) The new Speed Limit Programme will assess the potential for lower speed limits across all A and B class roads within the county and identify a programme of improvements. Over the next three years, more than 25 stretches of road will benefit from speed limit reductions or measures that will increase the effectiveness of existing speed limits.

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## 1 Background Information

1.1 At the County Council meeting on 7 February 2023 a petition was presented to the Chairman by Councillor Maples which states:

*We, the undersigned are calling on East Sussex County Council to take a NEW approach to road safety that will:*

1. *Make 20mph the default for residential areas - #20splenty*
2. *Reduce speed limits where there are potential deaths and injuries and not wait for people to die before taking action; follow the government guidance on safe speed limits*
3. *Include residents' views!*

1.2 A copy of the petition is available in the Members' Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member and a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Transport and Environment.

## 2 Supporting Information

20-mph speed zones/limits

2.1 ESCC supports 20-mph speed limits where appropriate. National legislation imposes an automatic 30-mph speed limit on roads provided with a system of street lighting (defined as ‘a system of street lighting furnished by means of lamps placed not more than 200 yards [183 metres] apart’). This covers most residential roads. These roads are given ‘restricted road’ status and no speed limit signs are required to give effect to the speed limit.

2.2 To introduce a speed limit other than that imposed by restricted road status requires the making of a Traffic Regulation Order and the provision of traffic signs to give a continual reminder of that speed limit.

2.3 To be effective, speed limits need to be set at a level which appears reasonable to a driver and be reflective of the environment through which the road passes. The introduction of a lower speed limit will not automatically slow traffic down. It is nationally recognised that most drivers travel at the speed they consider to be safe for the conditions of the road, based on their assessment of the local environment. There are several factors that are taken into consideration when assessing a length of road for a speed limit, with the predominant factors being the character and appearance of the road, the level of visible frontage development and the average speed of traffic using the road.

2.4 Adopted Policy PS05/02 (which reflects national guidance and best practice) allows for 20-mph zones/speed limits to be considered where they are likely to be self-enforcing. An effective and self-enforcing 20-mph speed limit can be achieved with signs alone on roads where the mean (average) speed of traffic is below 24-mph. On roads where mean speeds are higher, appropriate traffic management/calming measures would need to be introduced. PS05/02 is attached as Appendix 1. Sussex Police would not support any proposed 20-mph speed limits unless they were likely to be self-enforcing.

2.5 Although it is recognised that 20-mph speed limits are often well supported by local communities, national research including a study commissioned by the DfT has evidenced that signed only 20-mph speed limits only produce a negligible change in driver behaviour with average speeds reducing by about 1-mph to 2 -mph. In addition, ESCC is not aware of any peer reviewed research that evidences that signed only 20-mph speed limits reduce incidents, anti-social driving or near misses.

2.6 There are over 1,000 kilometres of ‘residential’ roads in the county (comprised of more than 4,500 individual roads). Although some roads would only require a Traffic Regulation Order and speed limit signs to introduce a 20-mph speed limit, many would require traffic management/calming measures. The types of measures required (which would need to be determined through detailed investigation, design, and a full consultation process) would make it very expensive to introduce a default 20-mph speed limit on all residential roads in the county.

2.7 Although the cost of introducing 20-mph limits on all residential roads in the county is uncertain, based on the number of roads, the total cost would be more than £15m.

2.8 The Community Match Initiative provides residents with the opportunity to take forward 20-mph zones/speed limits where appropriate when these are funded locally. Where possible, ESCC will support and assist local communities and town/parish councils to implement such schemes, if they are funded externally, or through Community Match.

#### Annual Road Safety Programme

2.9 All road safety concerns that are raised by Members and residents are assessed by a member of the Road Safety Team and where appropriate improvements introduced. In addition, annually the Road Safety Team identifies sites that have the most personal injury crashes (PIC’s) and put in place a programme of works to help reduce the number of casualties on these roads.



As part of this year's Road Safety Programme, 49 locations have been identified where four or more PIC's have occurred in the three-year assessment period of 01/01/2020 to 31/12/2022.

### Capital Programme for Local Transport Improvements

2.10 Each year the County Council develops and implements numerous local transport improvements funded through its capital programme of local transport improvements. In 2022/23 total funding of £11,776m was allocated (a combination of funding from the County Council, Local Growth Fund secured via the South East Local Enterprise Partnership and development contributions) which delivered over 50 schemes and studies across the county which include a number of road safety and active travel improvements.

2.11 All requested road safety and local transport improvements, including requests to change the speed limits are assessed against the established Local Transport Plan (LTP). The content of the capital programme is considered by the Lead Member for Transport and Environment on an annual basis. Key objectives against which requests are assessed include the extent to which it will:

- Improve the economy
- Improve public safety and health
- Tackle climate change
- Improve accessibility to employment, education, health facilities and other services
- Improve quality of life

2.12 The County Council has a finite amount of funding to develop local transport improvements and we need to ensure that we target our resources to those schemes which will be of greatest benefit to our local communities. A potential scheme to introduce a default 20-mph speed limit for residential roads across East Sussex has been assessed through our approved process and is not a priority for the County Council at the present time.

2.13 A review of ESCC's LTP commenced in Summer 2022. The Government's guidance on developing Local Transport Plans is due imminently and it is expected to indicate the need to focus on decarbonising transport as well as integrating the Government Levelling Up, Bus Back Better and Gear Change strategies into the Council's transport strategy for the county. A key element of the development of the new LTP has been to engage with Members, stakeholders, local communities and businesses early and throughout the process to actively seek their views and comments. This was initially through public and stakeholder consultation on issues, opportunities and priorities in autumn 2022 and at present via a series of workshops on the vision, objectives, preferred strategy and potential interventions to deliver the strategy. A LTP Reference Group comprising members of the Place Scrutiny Committee and chaired by Councillor Redstone has been established to provide Member input and challenge throughout the LTP's development.

2.14 Consultation on the draft LTP strategy, which will include an updated scheme assessment process, will be undertaken in autumn 2023 with final adoption of the strategy programmed for early 2024.

### Speed Management Programme

2.15 A £500,000 budget has been allocated to undertake a new Speed Management Programme with additional ongoing funding identified within future Capital Programmes.

2.16 As part of the Speed Management Programme a review will identify lengths of the main road network that would benefit from a reduced speed limit. It will also check that existing speed limits are effective and producing the desired reductions in vehicle speeds using available speed data and new in-vehicle telematics. The review will also identify sites of greatest need and local concern where proven traffic management measures would have a positive effect and enhance the effectiveness of the speed limit. Over the next three years, more than 25 stretches of road will

benefit from speed limit reductions or measures that will increase the effectiveness of existing speed limits.

### **3 Conclusion and Reasons for Recommendations**

3.1 ESCC is committed to working with all stakeholders to improve road safety across East Sussex, and each year introduces a range of road safety improvements, which can include 20-mph schemes, traffic calming and pedestrian crossings, through the multi-faceted approach as set out in this report.

3.2 The County Council has a finite amount of funding to develop local transport improvements and we need to ensure that we target our resources to those schemes which will be of greatest benefit to our local communities. A potential scheme to introduce a default 20-mph speed limit for residential roads across East Sussex has been assessed through our approved process and is not a priority for the County Council at the present time.

3.3 The new Speed Limit Programme will assess the potential for lower speed limits across all A and B class roads within the county and identify a programme for improvements. Over the next three years, more than 25 stretches of road will benefit from speed limit reductions or measures that will increase the effectiveness of existing speed limits.

#### **RUPERT CLUBB**

Director of Communities, Economy and Transport

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#### **LOCAL MEMBERS**

All

#### **BACKGROUND DOCUMENTS**

None

## EAST SUSSEX COUNTY COUNCIL

**LEAD MEMBER – COMMUNITIES AND SAFETY**  
**POLICY SUMMARY**

<b>LOCAL SPEED LIMITS</b>	<b>PS05/02</b>
<p><b>PURPOSE OF POLICY</b></p> <p>To achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment</p>	
<p><b>SPECIFIC POLICIES</b></p> <ol style="list-style-type: none"> <li>1. On trunk roads, speed limits (in common with other orders regulating traffic) are the responsibility of the Department for Transport (DfT), through its executive agency, Highways England. The County Council has no jurisdiction over this class of road.</li> <li>2. On all other roads Orders are made by the County Council subject to the statutory requirements for the advertisement of the proposals and considerations of any objections.</li> <li>3. The principle determinant of a proposed speed limit should be the appearance and character of the road as described in Appendix A.</li> </ol>	
<p><b>SUPPORTING STATEMENT</b></p> <p>Adherence to the criteria ensures consistency in the introduction of Local Speed Limits on a countywide basis and supports the work that has been undertaken with neighbouring authorities. It is recognised that, where appropriate, a lower speed limit can assist in the reduction of the number and severity of casualties and help to improve environmental aspects and quality of life for local residents. Reference should always be made to the latest national guidance available.</p>	
<p><u>References – Further Information</u></p> <p>Road Traffic Regulation Act 1984  Department for Transport – Circular Roads 01/2006  Department for Transport – Circular Roads 02/2006  Department for Transport – Traffic Advisor Leaflet 1/04  Department for Transport – Traffic Advisory Leaflet 2/06  Department for Transport- Circular Roads 01/2013  H &amp; T Committee – Agenda Item 10  H &amp; T Committee – Agenda Item 18  Cabinet Committee – Agenda Item 5  Lead Member for Transport and Environment – Agenda Item 11  Lead Member for Communities &amp; Safety – Agenda Item 31</p>	<p><u>Date of Approval</u></p> <p>17.03.1993  19.10.1994  15.11.2000  25.06.2007  16/03/2018</p>

## **SPECIFIC POLICIES (CONTINUED)**

4. Subject to paragraphs 5 and 6 below, villages may be considered for the introduction of a 30 mph speed limit in accordance with recommendations of DfT guidance for setting local speed limits providing that there are 20 or more properties served by private accesses which adjoin the main road (on one or both sides of the road), located over a length of not less than 600 metres, and clearly visible to drivers.
5. Speed limits should be set in accordance with the table below :-

<b>Speed Limit</b>	<b>Average Speed Below</b>
20	24
30	33
40	42
50	52
60	62

6. Where the average speed is above the figures quoted in paragraph 5 for a particular speed limit being investigated then, subject to available resources, either :-
  - a) Where the history of injury crashes at the site justifies the necessary expenditure, engineering measures appropriate to the function of the road should be investigated to reduce vehicle speeds below the figures quoted in paragraph 5 for a particular speed limit. If this can be achieved a Traffic Regulation Order (TRO) for the proposed speed limit may then be made in conjunction with the introduction of engineered measures.
  - b) Where engineering measures are not appropriate due to the function of the road or cannot be justified by the history of crashes a TRO may be considered for a higher limit than that originally proposed which reflects the speed quoted in paragraph 5.

### **7. 20mph Speed Limits and Zones**

20mph speed limits or zones can positively contribute to quality of life and encourage healthier modes of transport such as walking or cycling. They can also help in creating a sense a place, better serving the local communities' needs. However, to ensure that they are effective, they will only be pursued if the following general criteria are met: -

- a) It can be demonstrated that there are clear benefits to be gained in terms of casualty reduction, particularly involving vulnerable road users;
- b) The lower limit is an integral part of either an area wide traffic calming scheme, a School/ Community Safety Zone or a Town Centre Management Scheme; and
- c) The lower limit is effectively self-enforcing

**Proposed Speed Limit Criteria – Route Assessment**

*Below gives an indication of appropriate speed limits, reference should be made to the latest Department for Transport guidance for more detailed information.*

<b>SPEED LIMIT/ CHARACTER OF ENVIRONMENT</b>	<b>CHARACTER OF ROAD</b>	<b>TRAFFIC COMPOSITION</b>
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**20 mph Speed Limit**

Town centres, residential areas, in the vicinity of schools	Constrained in terms of vehicle movement with existing conditions or engineered features influencing vehicle speed with available alternative routes for through traffic	Mean vehicle speed below 24 mph  High proportion of vulnerable road users in direct conflict with traffic
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**30 mph Speed Limits**

Built up areas, visible properties with frontage access, the road giving a clear indication to drivers of the need to reduce speed	Urban streets  Roads through villages and identified rural settlements with 20+ visible properties within a 600m length	Mean vehicle speed below 33mph  Significant number of vulnerable road users in conflict with vehicular traffic
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**40 mph Speed Limits**

Less built up areas, set back properties with frontage access indicating to drivers the need to reduce speed	<b>Urban</b> Suburban distributor roads buildings set back from the road  <b>Rural</b> Roads through villages and identified rural settlements over a minimum length of 600m	Mean vehicle speed below 42mph  <b>Urban</b> Vulnerable road users segregated from road space  <b>Rural</b> A noticeable presence of vulnerable road users
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**50 mph Speed Limits**

Limited frontage development	Higher quality urban distributors with few points of access  Low standard classified roads	Mean vehicle speed below 52mph
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**60 mph Speed Limits (Dual Carriageways)**

Limited frontage development	High standard rural classified roads	Mean vehicle speed below 62mph
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*Note: Vulnerable road users include pedestrians (particularly children, the elderly and disabled) and cyclists.*

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**Report to:** Lead Member for Transport and Environment

**Date of meeting:** 5 June 2023

**By:** Director of Communities, Economy and Transport

**Title:** Notice of Motion: Bishopstone Junction, Seaford

**Purpose:** To consider a Notice of Motion requesting:

- temporary traffic lights at the Bishopstone junction to assess the effectiveness of this as a traffic management solution. The County Council is reminded that, despite initial resistance from the local authority, temporary traffic lights have worked well at Exceat and have been well received by residents;
- a safe route for pedestrians and cyclists over the A259 at Bishopstone by bidding for funding for a footbridge using the £750k still in the County Council's Active Travel Fund

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**RECOMMENDATION:** The Lead Member is recommended to recommend that the County Council rejects the Notice of Motion, as set out in paragraph 1.1 for the reasons set out in Section 3 of the report.

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## 1. Background Information

1.1 The following Notice of Motion has been submitted by Councillor Lambert and Councillor MacCleary:

*On 15 February 2021, Cllr Darren Grover and Cllr Carolyn Lambert submitted a Notice of Motion (NOM) to the Lead Member for Transport and Environment. The NOM called attention to two accidents in two days that closed the A259 in Seaford, the biggest town in Lewes District.*

*The NOM requested the Cabinet to undertake a proper survey of the whole town, not just the Buckle by-pass, with particular focus on all the junctions with the A259, to identify the areas of greatest risk to both car users, cyclists and pedestrians, and to come up with some concrete proposals to enhance road safety. The NOM recognised that the County Council was already undertaking a review of the A259 from Seaford to Brighton in terms of congestion and argued that the safety of both car users, pedestrians and cyclists should form part of that study. The Cabinet was asked to:*

- *impose lower speed limits on the approaches to Seaford and to work with partners to ensure these are enforced;*
- *provide safe pedestrian crossings at key points of the A259 including at the Bishopstone junctions.*

*These requests were refused on the grounds that:*

- *a study was already being carried out;*
- *reducing the speed limit would require a significant level of engineering work;*
- *the request for a pedestrian crossing at Bishopstone needed to be considered holistically as part of the study and in any event, funding was not available.*

*At the County Council meeting of 7 February 2023, Cllr Carolyn Lambert submitted a further written question to the Lead Member, pointing out that the situation with the A259 was now critical and that Seaford, in particular, was suffering. The A259 continues to be regularly gridlocked and there have*

*been further serious accidents. The outcome of the study has been delayed and any practical proposals are still awaited leaving residents still regularly facing dangers and delays on this difficult road.*

*Given the further delay to the study, and the length of time residents have been waiting for improvements, this NOM calls on Cabinet to:*

- Provide temporary traffic lights at the Bishopstone junction to assess the effectiveness of this as a traffic management solution. The County Council is reminded that, despite initial resistance from the local authority, temporary traffic lights have worked well at Exceat and have been well received by residents;*
- Seek to provide a safe route for pedestrians and cyclists over the A259 at Bishopstone by bidding for funding for a footbridge using the £750k still in the County Council's Active Travel Fund.*

1.2 In line with County Council practice, the matter has been referred by the Chairman to the Lead Member for Transport and Environment for consideration to provide information and inform debate on the Motion. The Lead Member's recommendation on this Notice of Motion will be reported to the Council at its meeting on 11 July 2023.

## **2 Supporting Information**

### Context

2.1 The A259 is a primary coastal route that runs between the County boundary at Telscombe Cliffs and Pevensey Roundabout where it becomes trunk road and part of the Strategic Road Network. The Average Annual Daily Traffic (AADT) flow on the section between Newhaven and Seaford is approximately 25,950 vehicles per day (2019 figures).

2.2 The road is multi-functional and accommodates local intra-urban journeys along the sections in Eastbourne and through the coastal towns of Seaford, Newhaven, Peacehaven and Telscombe Cliffs as well as longer distance inter urban journeys between these settlements. The inconsistent quality of the A27 corridor, particularly between Lewes and Polegate, means that traffic uses the A259 coastal corridor as an alternative route.

2.3 ESCC works closely with partners and stakeholders to improve road safety across East Sussex. In addition, each year the County Council develops and implements numerous local transport improvements funded through its capital programme of local transport improvements. In 2022/23 total funding of £11,776m was allocated (a combination of funding from the County Council, Local Growth Fund secured via the South East Enterprise Partnership and development contributions) which delivered over 50 schemes and studies across the county which include a number of road safety and active travel improvements.

### *Major Road Network*

2.4 In December 2018, the A259 was identified as part of the Government's Major Road Network (MRN) of economically important local authority maintained A class roads. The MRN sits between the Strategic Road Network, managed by National Highways (formerly Highways England), and the local network managed by the County Council as highway authority.

2.5 In establishing the MRN, Government made funding of between £20m and £50m available for MRN schemes through the National Roads Fund, with an expectation of a minimum 15% local contribution. Department for Transport (DfT) guidance identifies the types of schemes that are eligible for MRN funding include packages of improvements which may include elements of reducing congestion, supporting economic growth and rebalancing, supporting housing delivery, supporting all road users and supporting the Strategic Road Network.

2.6 In 2019, Transport for the South East (TfSE) was asked to coordinate with its constituent local transport authorities on potential MRN schemes across their geography. TfSE assessed all the schemes



put forward against the MRN criteria as set out by DfT, as well as TfSE's strategic objectives for the region which focus on sustainable economic growth, improved quality of life and the environment. Following this assessment TfSE identified the A259 South Coast Road Corridor between Pevensey and Brighton & Hove as one of their ten priority MRN schemes for submission to Government.

#### *Transport for the South East's Strategic Investment Plan and A259 MRN Corridor Study*

2.7 Following the adoption of their Transport Strategy in July 2020, TfSE undertook their Outer Orbital Corridor Study which included the A259. The study considered strategic and regional significant interventions that could be delivered to support the delivery of the Transport Strategy vision and objectives by 2050. The outcomes of the Outer Orbital Study informed the content of TfSE's Strategic Investment Plan which was endorsed by the County Council at its Cabinet meeting on 7 March 2023.

2.8 In addition, the County Council commissioned an A259 MRN South Coast Road corridor study in 2021 focussed on the corridor between Eastbourne and Brighton. Complementing the work undertaken by TfSE, the A259 corridor study is multi-modal and uses an appropriate evidence base to seek to identify localised interventions for public transport, improvements to enable people to cycle or walk for all or part of their journeys, alongside localised road and junction capacity improvements and the potential use of smart technology along and around the hinterland of this corridor. The outcomes arising from the study have already been used to help inform and support the successful bid for Government funding through the County Council's Bus Service Improvement Plan (BSIP) to deliver bus priority measures on the A259 corridor.

2.9 The outcomes of the A259 corridor study and the TfSE SIP are informing the development of a Strategic Outline Business Case (SOBC) to Government to make the case for MRN funding. Work on the study and the SOBC is expected to be completed in Summer 2023.

2.10 Subject to the approval of the SOBC by Government, further work will be required to progress to the Outline Business Case and then Final Business Case stages which can take up to a further two to three years to complete. Therefore, it is expected it will be 2025/26 at the earliest before any MRN funding would be available for delivering the preferred package of interventions. In addition, a local contribution of at least 15% would need to be provided as part of any funding submission to Government.

#### *Road Safety*

2.11 The County Council has a finite amount of funding to develop local transport improvements and needs to ensure that resources are targeted towards schemes which will be of greatest benefit to local communities. All requested road safety and local transport improvements, including requests to change the speed limits are assessed against the established Local Transport Plan (LTP). The content of the capital programme is considered by the Lead Member for Transport and Environment on an annual basis.

2.12 Local authorities have a statutory duty to assess and review crashes involving vehicles on the roads within their area and take such measures as appropriate to prevent such crashes. This informs an annual road safety assessment programme of identified areas of concern and where further investigation may be required. Sites are then treated on a priority basis within the funding available.

2.13 Each year the Road Safety Team identify sites that have the most crashes that result in injury and put in place a programme of works to reduce the number of casualties on these roads. East Sussex define a crash site as one where there have been four or more crashes in a three year period. In 2022 (looking at the period between 01/01/2020 and 31/12/2022) 49 sites were identified. The A259 at its junctions with Marine Parade and Bishopstone Road were not identified and are therefore not a priority for the Road Safety Team. The A259 junction with Hill Rise has been identified and is ranked as number 47 of the 49 sites. An assessment of this site and the identified crashes will be carried out in the 2023/24 financial year.

#### Introduction of traffic signals at the Bishopstone Junction

##### *Assessment and impact of introducing permanent traffic signals*

2.14 In response to previous concerns raised about road safety and community severance at the Bishopstone Road, Marine Parade and Hill Rise junctions with the A259, a feasibility study was commissioned in 2018/19 to consider potential improvements. These options included the introduction

of traffic signals and standard roundabouts at the Bishopstone Road, Marine Parade and Hill Rise junctions as well as a gyratory incorporating the Marine Parade and Hill Rise junctions.

2.15 The findings of the junction study showed that, apart from the introduction of a gyratory, it would not be possible to formalise the current situation without creating significant and potentially unacceptable delays on the A259. However, the introduction of a gyratory would potentially require land acquisition and be prohibitively expensive to implement. Consequently, the outcomes of the Bishopstone junction study have been fed into the wider A259 South Coast Road corridor study for further consideration.

2.16 As part of the current A259 MRN study, the A259/Hill Rise junction to A259/Bishopstone Road junction area have been considered as part of the potential package of schemes to be put forward for funding as part of the SOBC. To support this work, fixed signalisation of the A259/Hill Rise/Marine Parade junction was initially tested using local junction modelling software. The modelling demonstrated that the addition of traffic signals at the junction, whilst assisting the side road movements, resulted in significant and a likely unacceptable length of vehicle queues occurring along the A259. This reaffirms the modelling outcomes from the previous Bishopstone junction study.

2.17 The A259 MRN corridor study and the County Council's BSIP are looking at alternative options to encourage active travel and reduce congestion on the A259. As the A259 is a high priority bus corridor, the impact on bus operators and passenger journeys are being taken into account in relation to any transport interventions taking place on this corridor. Delays on the A259, as a result of introducing traffic signals at this junction, would have a detrimental impact on bus journey times where significant BSIP investment is planned on bus priority measures to improve overall reliability on journeys using the high frequency bus service serving Telscombe, Peacehaven, Newhaven, Seaford and Eastbourne.

#### *Use of temporary traffic signals*

2.18 As the Notice of Motion highlights, temporary traffic lights have been implemented at Exceat Bridge. However, the operation at this site is predominantly two way traffic but also allows for exit movements out of The Cuckmere Inn access/egress at the western end of Exceat Bridge.

2.19 The simple systems that temporary traffic signals run on with set run time for traffic movements on each arm mean that they are not able to operate in the same, more dynamic and complex way that permanent traffic signal systems can. As highlighted above, the modelling assessment undertaken both as part of the Bishopstone junction study and more recently as part of the A259 study has identified that the introduction of permanent traffic signals at this junction would create significant delay and likely unacceptable queues on the A259 corridor.

2.20 Given that temporary traffic signals would run more slowly and be less efficiently than permanent signal systems, their introduction at this location would result even greater delay and queuing on the A259 corridor. In addition, running temporary traffic signals at all three junctions (Bishopstone Road, Marine Parade and Hill Rise Junction) on the A259, would be difficult to implement, and add further to the inefficiency of movements on the network particularly on the A259 arms where the efficient and expedient movement of traffic is a priority.

#### Request to seek funding for a footbridge over A259

2.21 It is recognised that the A259 creates a barrier for pedestrian and cycle movements. However, the available data on pedestrian and cycle numbers and road safety data suggests that there is currently low demand and priority for pedestrian and cycle crossing in the area.

2.22 The Local Cycling and Walking Investment Plan (LCWIP) incorporates the A259 as part of the East West corridor route between Seaford and Newhaven. The plan includes recommendations for crossing points along the route and improvements to walking and cycling infrastructure in the Bishopstone Area. However, the recommendations are not prioritised in the LCWIP, are at concept level and are unfunded.

2.23 When considering the practicalities of providing a footbridge as a safe route for pedestrians and cyclists, there are a number of factors to take into consideration. In order for the footbridge to be usable for both pedestrians and cyclists, it would need to be fully compliant with the Equality Act 2010. This would mean that ramps would need to be provided at the required gradients and, depending on the design, potential return areas at the end of each ramp in order to achieve appropriate height over the

road. Because of the potential scale of the structure over the A259, there may be a need to purchase third party land outside the highway boundary to accommodate a footbridge and its footings. In addition, any bridge would be on the edge of South Downs National Park, and the Park Authority would need to be consulted to ensure that any design and its visual impact was in keeping with the adjacent landscape and setting. Finally, the A259 is an abnormal load route given its proximity to Newhaven Port therefore any bridge would also need to be high enough to accommodate any abnormal vehicles.

2.24 An Equalities Impact Assessment has been conducted and is included as Appendix 1.

2.25 In relation to the costs of providing a footbridge, based on estimates taken from similar bridges, this would be between £3-6 million.

2.26 The Notice of Motion also asks that the £750,000 underspend from the Active Travel Fund be allocated to deliver the footbridge over the A259. The County Council submitted a project change request to Active Travel England, who are now administering active travel funding on behalf of the Department for Transport, in December 2021 requesting the reallocation of this funding to develop and deliver the three school streets schemes in Lewes, Sidley and Eastbourne. ESCC has received an in principle approval from Active Travel England to use this underspend on developing and delivery the school streets projects and therefore it is not available to be reallocated to fund a footbridge at Bishopstone.

### **3 Conclusion and Reasons for Recommendations**

3.1. The Notice of Motion requests that temporary traffic signals are introduced at the Bishopstone junction to assess their effectiveness as a traffic management solution, and that a bid be submitted for the introduction of a footbridge over the A259 for pedestrians and cyclists near the Bishopstone junction, which is part-funded using the £750,000 Active Travel Fund underspend. As set out in Section 2 of this report, previous traffic modelling to assess the benefits and impacts of introducing traffic signals at the junctions in Bishopstone demonstrates that whilst signalisation would benefit movements from side roads, it would generate extensive queuing and potentially unacceptable delays on the A259. Section 2 of this report also sets out that the introduction of a footbridge in this location is seen as not affordable or practicable, but that signalised surface crossing options, being considered as part of the A259 MRN study are more likely to demonstrate value for money. Moreover the £750,000 Active Travel Fund underspend as highlighted in section 2.23 of this report has subsequently been reallocated to develop and deliver three school street schemes in the county. It is therefore recommended that both elements of the Notice of Motion are not supported.

3.2 It is therefore recommended that the Lead Member recommends that the County Council rejects the Notice of Motion as set out in paragraph 1.1 for the reasons set out in Section 3 of the report.

#### **RUPERT CLUBB**

Director of Communities, Economy and Transport

Contact Officer: Isobel Kellett

Tel. No. 07513 833903

Email: Isobel.kellett@eastsussex.gov.uk

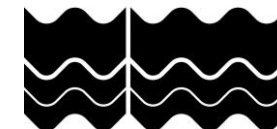
#### **LOCAL MEMBERS**

Councillors Lambert and MacCleary

#### **BACKGROUND DOCUMENTS**

None

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# Equality Impact Analysis Template

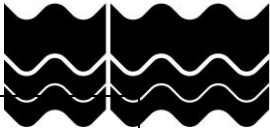
**Equality Impact Analysis (EqIA) (or Equality Impact Assessment) aims to make services and public policy better for all service-users and staff and supports value for money by getting council services right first time.**

We use EqIAs to enable us to consider all relevant information from an Equality requirements perspective when procuring or restructuring a service, or introducing a new policy or strategy. This analysis of impacts is then reflected in the relevant action plan to get the best outcomes for the Council, its staff and service-users<sup>1</sup>.

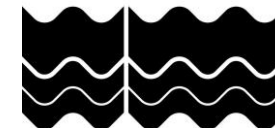
EqIAs are used to analyse and assess how the Council's work might impact differently on different groups of people<sup>2</sup>. EqIAs help the Council to make good decisions for its service-users, staff and residents and provide evidence that those decision conform with the Council's obligations under the Equality Act 2010<sup>3</sup>.

This template sets out the steps you need to take to complete an EqIA for your project. Guidance for sections is in the end-notes. If you have any questions about your EqIA and/or how to complete this form, please use the contact details at the end of this form.

<b>Title of Project/Service/Policy<sup>4</sup></b>	Notice of Motion – Bishopstone Junction, Seaford
<b>Team/Department<sup>5</sup></b>	Major Projects & Growth
<b>Directorate</b>	Communities, Economy and Transport
<b>Provide a comprehensive description of your Project (Service/Policy, etc.) including its Purpose and Scope<sup>6</sup></b>	<p>A Lead Member report has been developed in response to the following Notice of Motion from Councillors Lambert and MacCleary requesting:</p> <ul style="list-style-type: none"> <li>temporary traffic lights at the Bishopstone junction to assess the effectiveness of this as a traffic management solution. The County Council is reminded that, despite initial resistance from the local authority, temporary traffic lights have worked well at Exceat and have been well received by residents;</li> <li>a safe route for pedestrians and cyclists over the A259 at Bishopstone by bidding for funding for a footbridge using the £750k still in the County Council's Active Travel Fund; and</li> </ul>



	<p>The County Council’s recommendation is not to support the two elements of the Notice of Motion, for the reasons set out in the Lead Member Report to be presented in June 2023.</p>
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## Initial assessment of whether your project requires an EqlA

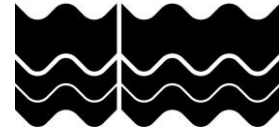
When answering these questions, please keep in mind all legally protected equality characteristics (sex/gender, gender reassignment, religion or belief, age, disability, ethnicity/race, sexual orientation, marriage/civil partnership, pregnancy and maternity) of the people actually or potentially receiving and benefiting from the services or the policy.

In particular consider whether there are any potential equality related barriers that people may experience when getting to know about, accessing or receiving the service or the policy to be introduced or changed.

Discuss the results of your Equality assessment with the Equality Lead for your department and agree whether improvements or changes need to be made to any aspect of your Project.

	Question	Yes	No	Don't Know
1	Is there evidence of different needs, experiences, issues or priorities on the basis of the equality characteristics (listed below) in relation to the service or policy/strategy area?	x		
2	Are there any proposed changes in the service/policy that may affect how services are run and/or used or the ways the policy will impact different groups?	x		
3	Are there any proposed changes in the service/policy that may affect service-users/staff/residents directly?	x		
4	Is there potential for, or evidence that, the service/policy may adversely affect inclusiveness or harm good relations between different groups of people?		x	
5	Is there any potential for, or evidence that any part of the service/aspects of the policy could have a direct or indirect discriminatory effect on service-users/staff/residents ?		x	
6	Is there any stakeholder (Council staff, residents, trade unions, service-users, VCSE organisations) concerned about actual, potential, or perceived discrimination/unequal treatment in the service or the Policy on the basis of the equality characteristics set out above that may lead to taking legal action against the Council?		x	
7	Is there any evidence or indication of higher or lower uptake of the service by, or the impact of the policy on, people who share the equality characteristics set out above?	x		

If you have answered "YES" or "DON'T KNOW" to any of the questions above, then the completion of an EqlA is necessary.

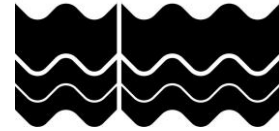


The need for an EqlA will depend on:

- How many questions you have answered “yes”, or “don’t know” to;
- The likelihood of the Council facing legal action in relation to the effects of service or the policy may have on groups sharing protected characteristics; and
- The likelihood of adverse publicity and reputational damage for the Council.

Low risk	Medium risk	High risk
	x	





# 1. Update on previous EqlAs and outcomes of previous actions (if applicable)<sup>7</sup>

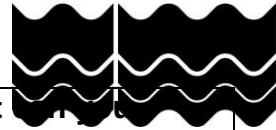
What actions did you plan last time? (List them from the previous EqlA)	What improved as a result? What outcomes have these actions achieved?	What <u>further</u> actions do you need to take? (add these to the Action Plan below)
This is the first EqlA undertaken for the report addressing the Notice of Motion for Bishopstone Junction		



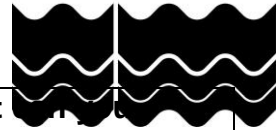
## 2. Review of information, equality analysis and potential actions

Consider the actual or potential impact of your project (service, or policy) against each of the equality characteristics.

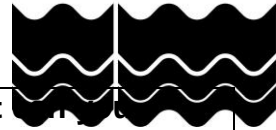
Protected characteristics groups under the Equality Act 2010	<b>What do you know<sup>8</sup>?</b> Summary of data about your service-users and/or staff	<b>What do people tell you<sup>9</sup>?</b> Summary of service-user and/or staff feedback	<b>What does this mean<sup>10</sup>?</b> Impacts identified from data and feedback (actual and potential)	<b>What can you do<sup>11</sup>?</b> All potential actions to: <ul style="list-style-type: none"><li>• advance equality of opportunity,</li><li>• eliminate discrimination, and</li><li>• foster good relations</li></ul>																																																	
Age <sup>12</sup>	<table><tr><th>Age</th><th>All people</th><th>Percent aged 0-15</th><th>Percent aged 16-29</th><th>Percent aged 30-44</th><th>Percent aged 45-64</th><th>Percent aged 65+</th></tr><tr><td>Geography</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>England</td><td>56,550,138</td><td>19.2</td><td>17.2</td><td>19.5</td><td>25.6</td><td>18.5</td></tr><tr><td>South East</td><td>9,217,265</td><td>19.3</td><td>16.0</td><td>18.6</td><td>26.5</td><td>19.7</td></tr><tr><td>East Sussex</td><td>558,852</td><td>16.9</td><td>13.4</td><td>15.6</td><td>28.0</td><td>26.1</td></tr><tr><td>Lewes</td><td>103,525</td><td>17.0</td><td>13.2</td><td>15.8</td><td>28.0</td><td>26.0</td></tr><tr><td>Seaford West</td><td>4,706</td><td>10.6</td><td>10.5</td><td>10.6</td><td>28.6</td><td>36.0</td></tr></table> <p><a href="#">Source: Mid-2020 Population estimates (MYE), Office for National Statistics</a></p> <p>From the above data, Seaford West has a higher proportion of older people (65+) and a lower proportion of younger people (0-15) when compared to the Lewes, East Sussex and England average, Seaford West has higher proportion of older people and lower proportion of younger people. There is no information available on visitors.</p> <p>Older people (65+) are potentially more sensitive to the changes proposed.</p>	Age	All people	Percent aged 0-15	Percent aged 16-29	Percent aged 30-44	Percent aged 45-64	Percent aged 65+	Geography							England	56,550,138	19.2	17.2	19.5	25.6	18.5	South East	9,217,265	19.3	16.0	18.6	26.5	19.7	East Sussex	558,852	16.9	13.4	15.6	28.0	26.1	Lewes	103,525	17.0	13.2	15.8	28.0	26.0	Seaford West	4,706	10.6	10.5	10.6	28.6	36.0	Feedback from East Sussex County Council officers indicates that a footbridge might be advantageous for older people who can take longer to cross the road.	<p>Providing a method for pedestrians/people who cycle to cross safely over the A259 in the Bishopstone area may increase the accessibility of the area for older and younger people who travel by foot or cycle.</p> <p>Providing a footbridge to cross the A259 may mean that older people will have a safer route to cross the road on foot.</p>	As outlined in the report the A259 MRN study is considering including pedestrian/cycle signalised crossing points in the Bishopstone area as part of the strategic outline business case, which may provide the most accessible crossing type for older and young people.
Age	All people	Percent aged 0-15	Percent aged 16-29	Percent aged 30-44	Percent aged 45-64	Percent aged 65+																																															
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England	56,550,138	19.2	17.2	19.5	25.6	18.5																																															
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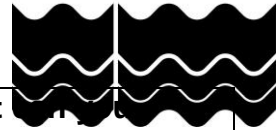
Protected characteristics groups under the Equality Act 2010	What do you know <sup>8</sup> ? Summary of data about your service-users and/or staff	What do people tell you <sup>9</sup> ? Summary of service-user and/or staff feedback	What does this mean <sup>10</sup> ? Impacts identified from data and feedback (actual and potential)	What do <sup>11</sup> ? All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
			<p>However, footbridges may also provide a longer route for pedestrians to cross the road.</p> <p>Whilst an at road level pedestrian and cycle crossing point may provide a more effective and accessible solution for those who are older or younger to cross the road safely.</p>	<p>As part of the A259 MRN study, stakeholder engagement with key stakeholder groups including stakeholders that represent all residents of all ages has been undertaken throughout the study and is being incorporated into the strategic outline business case development.</p>
Disability <sup>13</sup>		Feedback from officers indicates that introducing a footbridge would not have	Providing a method for pedestrians/people who cycle to cross	As outlined in the report the A259 MRN study is considering



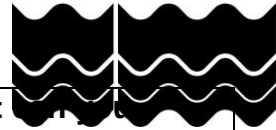
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	<p><b>Disability</b></p> <p>■ Seaford West   (England)</p> <p>Disabled under the Equality Act <b>22.0%</b> (17.3%)</p> <p>Not disabled under the Equality Act <b>78.0%</b> (82.7%)</p> <p>% of all people</p> <p><a href="#">Source: Office for National Statistics - Census 2021</a></p> <p>Seaford West had a slightly higher proportion of the people who are disabled under the Equality Act 22%; than East Sussex 20.3%; and England and Wales 17.3%.</p>	a significant effect on those with a limiting illness.	<p>safely over the A259 in the Bishopstone area may increase the accessibility of the area for those with disabilities to travel by foot or cycle.</p> <p>A footbridge to cross the A259 may mean that people with disabilities will have a safer route to cross the road on foot. However, footbridges may also provide a longer route for pedestrians/people who cycle and that have a disability due to the length of</p>	<p>including pedestrian/cycle signalised crossing points in the Bishopstone area as part of the strategic outline business case, which may provide the most accessible crossing type for people with disabilities.</p> <p>As part of the A259 MRN study, stakeholder engagement with key stakeholder groups including accessibility groups has been undertaken</p>



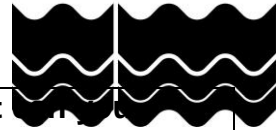
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			<p>footbridge ramp required.</p> <p>Whilst a safe at road level pedestrian/ cycle crossing point may provide a more accessible solution for those who have disabilities.</p>	<p>throughout the study and is being incorporated into the strategic outline business case development.</p>
<b>Gender reassignment<sup>14</sup></b>	<p>Data is not currently available on the number of people in Seaford West who identify with a different gender to that which they were born with, who might describe themselves as trans, transgender, transsexual or gender non-binary.</p> <p>In Lewes District the number of people whose gender identity is different from their sex registered at birth was 322.  <a href="#">Source: 2021 Census, Office for National Statistics.</a></p>	<p>Feedback from officers indicates that women (including trans women) might be less safe on a footbridge as it would be more isolated and potentially not well-lit.</p>	<p>A footbridge may provide a less safe (both perceived and actual) option for women and trans women to use to cross the road.</p>	<p>As outlined in the report the A259 MRN study is considering including pedestrian/cycle signalised crossing points in the Bishopstone area as part of the strategic outline business case, which may</p>



Protected characteristics groups under the Equality Act 2010	What do you know <sup>8</sup> ? Summary of data about your service-users and/or staff	What do people tell you <sup>9</sup> ? Summary of service-user and/or staff feedback	What does this mean <sup>10</sup> ? Impacts identified from data and feedback (actual and potential)	What do <sup>11</sup> ? All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
				provide a more optimal crossing type for women and trans women due to any safety concerns of using a footbridge.
<b>Pregnancy and maternity<sup>15</sup></b>	<p>The data shows that there were 24 live births in Seaford West ward in 2020. – <a href="#">Source: Office for National Statistics (ONS), via Nomis</a></p> <p>There is no information available on Seaford visitors.</p>	No feedback received.	Providing a footbridge to cross the A259 may mean that people who are pregnant would have a safer route to cross the road on foot. However, footbridges may also provide a longer route for pedestrians/people who cycle and are pregnant to cross the road.	As outlined in the report the A259 MRN study is considering including pedestrian/cycle signalised crossing points in the Bishopstone area as part of the strategic outline business case, which may provide a more optimal crossing

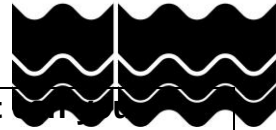


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			Whilst a safe at road level pedestrian/ cycle crossing point may provide a more accessible solution for those who are pregnant and/or pushing prams/buggies with babies/young children.	type for people who are pregnant.
Race/ethnicity <sup>16</sup> Including migrants, refugees and asylum seekers	<div data-bbox="481 1061 750 1372"> <p><b>Ethnic group</b> ■ Seaford West   (England and Wales)</p> <p>Asian, Asian British or Asian Welsh 1.2% (9.3%)</p> <p>Black, Black British, Black Welsh, Caribbean or African 0.2% (4.0%)</p> <p>Mixed or Multiple ethnic groups 1.7% (2.9%)</p> <p>White 96.6% (81.7%)</p> <p>Other ethnic group 0.3% (2.1%)</p> <p>% of all people</p> </div> <div data-bbox="772 1061 1041 1372"> <p><b>Ethnic group</b> ■ Seaford West   (East Sussex)</p> <p>Asian, Asian British or Asian Welsh 1.2% (2.1%)</p> <p>Black, Black British, Black Welsh, Caribbean or African 0.2% (0.8%)</p> <p>Mixed or Multiple ethnic groups 1.7% (2.3%)</p> <p>White 96.6% (93.9%)</p> <p>Other ethnic group 0.3% (0.9%)</p> <p>% of all people</p> </div>	No feedback received.	It is not considered that this protected characteristic will experience disproportionate, negative, neutral or positive impact by the report.	It is not considered that this protected characteristic will experience disproportionate, negative, neutral or positive impact by the report.

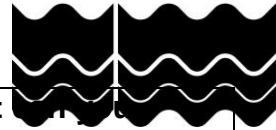


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	<p><a href="#">Source: Build a custom area profile - Census 2021, ONS</a></p> <p>Based on the above data Seaford West has a more predominantly white population than the East Sussex and National proportions. There is no information available on Seaford visitors.</p>			

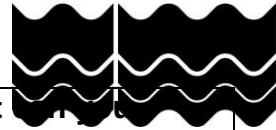




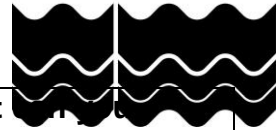
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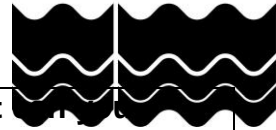
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Sex <sup>18</sup>	<table><thead><tr><th>Sex</th><th>Total</th><th>Female</th><th>Male</th><th>Percent female</th><th>Percent male</th></tr></thead><tbody><tr><td>Geography</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>England</td><td>56,550,138</td><td>28,567,320</td><td>27,982,818</td><td>50.5</td><td>49.5</td></tr><tr><td>South East</td><td>9,217,265</td><td>4,674,617</td><td>4,542,648</td><td>50.7</td><td>49.3</td></tr><tr><td>East Sussex</td><td>558,852</td><td>288,064</td><td>270,788</td><td>51.5</td><td>48.5</td></tr><tr><td>Lewes</td><td>103,525</td><td>53,251</td><td>50,274</td><td>51.4</td><td>48.6</td></tr><tr><td>Seaford West</td><td>4,706</td><td>2,437</td><td>2,269</td><td>51.8</td><td>48.2</td></tr></tbody></table> <p><a href="#">Source: Mid-2020 Population estimates (MYE), Office for National Statistics</a></p> <p>From the above data the percentage of women (51.8%) and men (48.2%) is similar in Seaford West to the East Sussex and national average.</p>	Sex	Total	Female	Male	Percent female	Percent male	Geography						England	56,550,138	28,567,320	27,982,818	50.5	49.5	South East	9,217,265	4,674,617	4,542,648	50.7	49.3	East Sussex	558,852	288,064	270,788	51.5	48.5	Lewes	103,525	53,251	50,274	51.4	48.6	Seaford West	4,706	2,437	2,269	51.8	48.2	Feedback from officers indicates that women might be less safe on a footbridge as it would be more isolated and potentially not well-lit.	A footbridge may provide a less safe (both perceived and actual) option for women to use to cross the road.	As outlined in the report the A259 MRN study is considering including pedestrian/cycle signalised crossing points in the Bishopstone area as part of the strategic outline business case, which may provide a more optimal crossing type for women due to any safety concerns of using a footbridge.
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	Community safety is an important priority for everyone, but we are aware that some women and transgender people may feel particularly vulnerable to crime and anti-social behavior.			
<b>Sexual orientation</b> <sup>19</sup>	<p>Please note data on sexual orientation and gender reassignment is not available for Seaford West.</p> <p>The percentage of people in Lewes District who identify as LGB+ (4%) is higher than the national average (3.2%) and the average for East Sussex (3.3%).  – <a href="#">Source: 2021 Census, Office for National Statistics.</a></p> <p>There is no information available on Seaford visitors.</p>	No feedback received.	It is not considered that this protected characteristic will experience disproportionate, negative, neutral or positive impact by the scheme.	It is not considered that this protected characteristic will experience disproportionate, negative, neutral or positive impact by the scheme.



Protected characteristics groups under the Equality Act 2010	<p><b>What do you know<sup>8</sup>?</b></p> <p>Summary of data about your service-users and/or staff</p>	<p><b>What do people tell you<sup>9</sup>?</b></p> <p>Summary of service-user and/or staff feedback</p>	<p><b>What does this mean<sup>10</sup>?</b></p> <p>Impacts identified from data and feedback (actual and potential)</p>	<p><b>What do<sup>11</sup>?</b></p> <p>All potential actions to:</p> <ul style="list-style-type: none"><li>• advance equality of opportunity,</li><li>• eliminate discrimination, and</li><li>• foster good relations</li></ul>
Marriage and civil partnership <sup>20</sup>	<div><div><p><b>Legal partnership status</b></p><p>■ Seaford West (England)</p><p>Never married and never registered a civil partnership 22.4% (37.9%)</p><p>Married or in a registered civil partnership 55.8% (44.7%)</p><p>Separated, but still legally married or still legally in a civil partnership 1.3% (2.2%)</p><p>Divorced or civil partnership dissolved 10.1% (9.1%)</p><p>Widowed or surviving civil partnership partner 10.4% (6.1%)</p><p>% of people aged 16 years and over</p></div><div><p><b>Legal partnership status</b></p><p>■ Seaford West (East Sussex)</p><p>Never married and never registered a civil partnership 22.4% (31.9%)</p><p>Married or in a registered civil partnership 55.8% (46.8%)</p><p>Separated, but still legally married or still legally in a civil partnership 1.3% (2.3%)</p><p>Divorced or civil partnership dissolved 10.1% (11.2%)</p><p>Widowed or surviving civil partnership partner 10.4% (7.7%)</p><p>% of people aged 16 years and over</p></div></div> <p><a href="#">Source: 2021 Census, Office for National Statistics</a></p> <p>The percentage of people in Seaford West who are married or in a registered civil partnership (55.8%) is above the East Sussex and national average. The percentage of people in Seaford West who are divorced or have had a civil partnership dissolved (10.1%) is above the national average (9.1%) and the number of people who are widowed or are the surviving civil partnership partner (10.4%) is higher than the East Sussex and National average.</p>	No feedback received.	It is not considered that this protected characteristic will experience disproportionate, negative, neutral or positive impact by the scheme.	It is not considered that this protected characteristic will experience disproportionate, negative, neutral or positive impact by the scheme.



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Impacts on community cohesion <sup>21</sup>	No data available.	No feedback received.	Providing a method for pedestrians/people who cycle to cross safely over the A259 in the Bishopstone area may have an impact on community cohesion.	As outlined in the report the A259 MRN study is considering including pedestrian/cycle signalised crossing points in the Bishopstone area as part of the strategic outline business case, which may provide an optimal crossing type for encouraging community cohesion from the Bishopstone area and other parts of Seaford.

### Additional categories

(identified locally as potentially causing / worsening inequality)

Characteristic	What do you know <sup>22</sup> ?	What do people tell you <sup>23</sup> ?	What does this mean <sup>24</sup> ?	What can you do <sup>25</sup> ?
<b>Rurality<sup>26</sup></b>	Seaford is considered to be an urban area.	No feedback received.	Not relevant to this proposal.	Not relevant to this proposal.
<b>Carers</b>	No data available.	No feedback received.	Issues relating to carers are addressed in the section above on disability.	See section on disability above for actions.
<b>Other groups that may be differently affected</b> (including but not only: homeless people, substance users, care leavers – see end note) <sup>27</sup>	There are no other groups which have been identified which are likely to experience disproportionate, negative, neutral or positive impact.	N/A	N/A	N/A
<b>Assessment of overall impacts and any further recommendations<sup>28</sup></b> - include assessment of cumulative impacts (where a change in one service/policy/project may have an impact on another)				
On balance, the benefits of the scheme do not outweigh any negative impacts.				



### 3. List detailed data and/or community feedback that informed your EqlA

Source and type of data (e.g. research, or direct engagement (interviews), responses to questionnaires, etc.)	Date	Gaps in data	Actions to fill these gaps: who else do you need to engage with? (add these to the Action Plan below, with a timeframe)
East Sussex in Figures	May 2023	No gaps currently identified that cannot be referenced by data on other characteristics	N/A
Officer Group	March-April 2023	No gaps currently identified.	N/A
A259 MRN Corridor Study	September 2021 – present	Preliminary and detailed design for any future schemes as part of future business case stages.	As the options outlined in the report are developed further through the current and future stages of business case development, ensure continued engagement with key stakeholders and incorporating their feedback into scheme design.

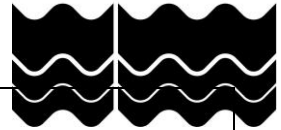


#### 4. Prioritised Action Plan<sup>29</sup>

NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
All users	As the designs for options outlined in the report are developed further through the current and future stages of business case development, ensure continued engagement with key stakeholders and incorporating their feedback into scheme design stages (concept, preliminary and detailed)	Feedback from stakeholders received and incorporated into preliminary and detailed designs where applicable	No significant issues.	TBC – if the A259 MRN study is successful at this stage of business case development (strategic outline business case) the timeframe for construction is currently by 2025-27.





(Add more rows as needed)
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**EqlA sign-off:** (for the EqlA to be final an email must be sent from the relevant people agreeing it, or this section must be signed)

**Staff member competing Equality Impact Analysis:**      **Richard Lambert**      **Date:**      **17.05.23**

**Directorate Management Team rep or Head of Service:**      **Date:**

**Equality lead:**      **Date:**

## Guidance end-notes



<sup>1</sup> The following principles, drawn from case law, explain what we must do to fulfil our duties under the Equality Act:

- **Knowledge:** everyone working for the Council must be aware of the Council's duties under the Equality Act 2010 and ensure they comply with them appropriately in their daily work.
- **Timeliness:** the duty applies at the time of considering policy options and/or before a final decision is taken – not afterwards.
- **Real Consideration:** the duty must be an integral, rigorous part of your decision-making process and influence the process.
- **Sufficient Information:** you must assess what information you have and what is further needed to give proper consideration.
- **No delegation:** the Council is responsible for ensuring that any contracted services, which are provided on its behalf need also to comply with the same legal obligations under the Equality Act of 2010. You need, therefore, to ensure that the relevant contracts make these obligations clear to the supplier. It is a duty that cannot be delegated.
- **Review:** the equality duty is a continuing duty. It applies when a policy or service is developed/agreed, and when it is implemented and reviewed.
- **Proper Record Keeping:** to prove that the Council has fulfilled its legal obligations under the Equality Act you must keep records of the process you follow and the impacts identified.

NB: Filling out this EqlA in itself does not meet the requirements of the Council's equality duty. All the requirements above must be fulfilled, or the EqlA (and any decision based on it) may be open to challenge. An EqlA therefore can provide evidence that the Council has taken practical steps comply with its equality duty and provide a record that to demonstrate that it has done so.

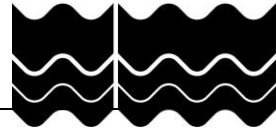
## <sup>2</sup> Our duties in the Equality Act 2010

As a public sector organisation, we have a legal duty (under the Equality Act 2010) to show that we have identified and considered the actual and potential impact of our activities on people who share any of the legally 'protected characteristics' (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage and civil partnership).

This applies to policies, services (including commissioned services), and our employees. The level of detail of this consideration will depend on the nature of your project, who it might affect, those groups' vulnerability, and the seriousness of any potential impacts it might have. We use this EqlA template to gather information and assess the impact of our project in these areas.

**The following are the duties in the Act. You must give 'due regard' (pay conscious attention) to the need to:**

- **avoid, reduce, minimise or eliminate any negative impact** (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).
- **promote equality of opportunity.** This means the need to:



- Remove or minimise disadvantages suffered by equality groups
- Take steps to meet the needs of equality groups
- Encourage equality groups to participate in public life or any other activity where participation is disproportionately low
- Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- **foster good relations between people who share a protected characteristic and those who do not.** This means:
  - Tackle prejudice
  - Promote understanding

<sup>3</sup> **EqIAs are always proportionate** to:

- The nature of the service, or scope of the policy/strategy
- The resources involved
- The number of people affected
- The size of the likely impact
- The vulnerability of the people affected

The greater the potential adverse impact of the proposed service or policy on a protected group (e.g. disabled people), the more thorough and demanding our process must be so that we comply with the Equality Act of 2010.

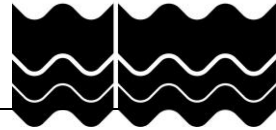
<sup>4</sup> **Title of EqIA:** This should clearly explain what service / policy / strategy / change you are assessing

<sup>5</sup> **Team/Department:** Main team responsible for the policy, practice, service or function being assessed

<sup>6</sup> **Focus of EqIA:** A member of the public should have a good understanding of the policy or service and any proposals after reading this section. Please use plain English and write any acronyms in full first time - eg: 'Equality Impact Analysis (EqIA)'

This section should explain what you are assessing:

- What are the main aims or purpose of the service, policy, strategy, practice, or function?
- Who implements, carries out or delivers the service, policy, strategy, practice, or function? Please state where this is more than one person/team/body and where other organisations deliver under procurement or partnership arrangements.
- How does it fit with other services?



- Who is affected by the service, policy, strategy, practice, or function, or by how it is delivered? Who are the external and internal service-users, groups, or communities?
- What outcomes do you want to achieve, why and for whom? Eg: what do you want to provide, what changes, or improvements, are required and what should the benefits be?
- What do existing or previous reviews of the service, policy, strategy, practice, or function indicate to you?
- What is the reason for the proposal, or change (financial, service scope, legal requirements, etc)? The Equality Act requires us to make these clear.

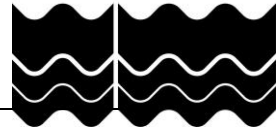
<sup>7</sup> **Previous actions:** If there is no previous EqIA, or this assessment is for a new service, then simply write 'not applicable'.

<sup>8</sup> **Data:** Make sure you have enough information to inform your EqIA.

- What data relevant to the impact on protected groups of the policy/decision/service is available?<sup>8</sup>
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the protected characteristics in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?
- Is the service having a positive or negative effect on particular people in the community, or particular groups / communities?

<sup>9</sup> **Engagement:** You must engage appropriately with those likely to be affected to fulfil the Council's duties under the Equality Act.

- What do people tell you about the services, the policy or the strategy?
- Are there patterns or differences in what people from different groups tell you?
- What information or data will you need from communities?
- How should people be consulted? Consider:
  - (a) consult when proposals are still at a formative stage;
  - (b) explain what is proposed and why, to allow intelligent consideration and response;
  - (c) allow enough time for consultation;
  - (d) make sure what people tell you is properly considered in the final decision.
- Try to consult in ways that ensure all different perspectives can be captured and considered.
- Identify any gaps in who has been consulted and identify ways to address this.



<sup>10</sup> Your EqlA must get to grips fully and properly with actual and potential impacts.

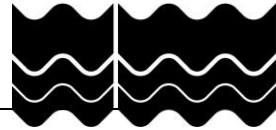
- The Council's obligations under the Equality Act of 2010 do not stop you taking decisions, or introducing well needed changes; however, they require that you take decisions and make changes conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
  - Are one or more protected groups affected differently and/or disadvantaged? How, and to what extent?
  - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
  - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
  - If there is negative differential impact, how can you minimise that while taking into account your overall aims
  - Do the effects amount to unlawful discrimination? If so, the plan must be modified.
  - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

<sup>11</sup> Consider all three aims of the Act: removing barriers, and also identifying positive actions to be taken.

- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
- Be specific and detailed and explain how far these actions are expected to address the negative impacts.
- If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
- An EqlA which has attempted to airbrush the facts is an EqlA that is vulnerable to challenge.

<sup>12</sup> **Age:** People of all ages

<sup>13</sup> **Disability:** A person is disabled if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. The definition includes: sensory impairments, impairments with fluctuating or recurring effects, progressive, organ specific, developmental, learning difficulties, mental health conditions and mental illnesses, produced by injury to the body or brain. Persons with cancer, multiple sclerosis or HIV infection are all now deemed to be disabled persons from the point of diagnosis. Carers of disabled people are protected within the Act by association.



<sup>14</sup> **Gender Reassignment:** In the Act a transgender person is someone who proposes to, starts or has completed a process to change his or her gender. A person does not need to be under medical supervision to be protected

<sup>15</sup> **Pregnancy and Maternity:** Protection is during pregnancy and any statutory maternity leave to which the woman is entitled.

<sup>16</sup> **Race/Ethnicity:** This includes ethnic or national origins, colour or nationality, and includes refugees and migrants, and Gypsies and Travellers. Refugees and migrants means people whose intention is to stay in the UK for at least twelve months (excluding visitors, short term students or tourists). This definition includes asylum seekers; voluntary and involuntary migrants; people who are undocumented; and the children of migrants, even if they were born in the UK.

<sup>17</sup> **Religion and Belief:** Religion includes any religion with a clear structure and belief system. Belief means any religious or philosophical belief. The Act also covers lack of religion or belief.

<sup>18</sup> **Sex/Gender:** Both men and women are covered under the Act.

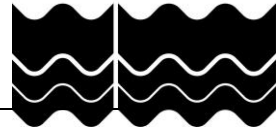
<sup>19</sup> **Sexual Orientation:** The Act protects bisexual, gay, heterosexual and lesbian people

<sup>20</sup> **Marriage and Civil Partnership:** Only in relation to due regard to the need to eliminate discrimination.

<sup>21</sup> **Community Cohesion:** potential impacts on how well people from different communities get on together. The council has a legal duty to foster good relations between groups of people who share different protected characteristics. Some actions or policies may have impacts – or perceived impacts – on how groups see one another or in terms of how the council's resources are seen to be allocated. There may also be opportunities to positively impact on good relations between groups.

<sup>22</sup> **Data:** Make sure you have enough information to inform your EqlA.

- What data relevant to the impact on protected groups of the policy/decision/service is available?<sup>22</sup>
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the protected characteristics in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?



- Is the service having a positive or negative effect on particular people in the community, or particular groups or communities?

<sup>23</sup> **Engagement:** You must engage appropriately with those likely to be affected to fulfil the Council's duties under the Equality Act .

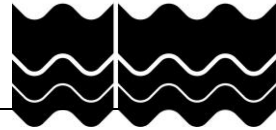
- What do people tell you about the services, the policy or the strategy?
- Are there patterns or differences in what people from different groups tell you?
- What information or data will you need from communities?
- How should people be consulted? Consider:
  - (a) consult when proposals are still at a formative stage;
  - (b) explain what is proposed and why, to allow intelligent consideration and response;
  - (c) allow enough time for consultation;
  - (d) make sure what people tell you is properly considered in the final decision.
- Try to consult in ways that ensure all different perspectives can be captured and considered.
- Identify any gaps in who has been consulted and identify ways to address this.

<sup>24</sup> Your EqIA must get to grips fully and properly with actual and potential impacts.

- The Council's obligations under the Equality Act of 2010 do not stop you taking decisions, or introducing well needed changes; however, they require that take decisions and make changes conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
  - Are one or more protected groups affected differently and/or disadvantaged? How, and to what extent?
  - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
  - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
  - If there is negative differential impact, how can you minimise that while taking into account your overall aims
  - Do the effects amount to unlawful discrimination? If so the plan must be modified.
  - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

<sup>25</sup> Consider all three aims of the Act: removing barriers, and also identifying positive actions to be taken.





- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
- Be specific and detailed and explain how far these actions are expected to address the negative impacts.
- If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
- An EqlA which has attempted to airbrush the facts is an EqlA that is vulnerable to challenge.

<sup>26</sup> **Rurality:** deprivation is experienced differently between people living in rural and urban areas. In rural areas issues can include isolation, access to services (eg: GPs, pharmacies, libraries, schools), low income / part-time work, infrequent public transport, high transport costs, lack of affordable housing and higher fuel costs. Deprivation can also be more dispersed and less visible.

<sup>27</sup> **Other groups that may be differently affected:** this may vary by services, but examples include: homeless people, substance misusers, people experiencing domestic/sexual violence, looked after children or care leavers, current or former armed forces personnel (or their families), people on the Autistic spectrum etc.

<sup>28</sup> **Assessment of overall impacts and any further recommendations**

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Explain what positive impacts will result from the actions and how you can make the most of these.
- Countervailing considerations: These may include the reasons behind the formulation of the policy, the benefits it is expected to deliver, budget reductions, the need to avert a graver crisis by introducing a policy now and not later, and so on. The weight of these factors in favour of implementing the policy must then be measured against the weight of any evidence as to the potential negative equality impacts of the policy.
- Are there any further recommendations? Is further engagement needed? Is more research or monitoring needed? Does there need to be a change in the proposal itself?

<sup>29</sup> **Action Planning:** The Council's obligation under the Equality Act of 2010 is an ongoing duty: policies must be kept under review, continuing to give 'due regard' to the duty. If an assessment of a broad proposal leads to more specific proposals, then further equality assessment and consultation are needed.

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