East Sussex County Council

# Equality Impact Assessment

| Name of the proposal, project or service |
|---|
| ***SCH:109 - London Road Corridor, Bexhill – Traffic Management & Public Realm*** |

| File ref: | *SCH:109-EIA-0001* | Issue No: | *P02* |
|---|---|---|---|
| Date of Issue: | 07/01/21 | Review date: | 27/01/21 |

**Contents**


Part 1 – The Public Sector Equality Duty and Equality Impact Assessments (EIA) 2

Part 2 – Aims and implementation of the proposal, project or service ..... 5

Part 3 – Methodology, consultation, data and research used to determine impact on protected characteristics. ..... 8

Part 4 – Assessment of impact ..... 11

Part 5 – Conclusions and recommendations for decision makers ..... 19

Part 6 – Equality impact assessment action plan ..... 21

## Part 1 – The Public Sector Equality Duty and Equality Impact Assessments (EIA)

**1.1** *The Council must have due regard to its Public Sector Equality Duty when making all decisions at member and officer level. An EIA is the best method by which the Council can determine the impact of a proposal on equalities, particularly for major decisions. However, the level of analysis should be proportionate to the relevance of the duty to the service or decision.*

**1.2 This is one of two forms that the County Council uses for Equality Impact Assessments, both of which are available on the intranet. This form is designed for any proposal, project or service. The other form looks at services or projects.**

**1.3 The Public Sector Equality Duty (PSED)**
*The public sector duty is set out at Section 149 of the Equality Act 2010. It requires the Council, when exercising its functions, to have "due regard" to the need to*

- *Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act.*
- *Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- *Foster good relations between persons who share a relevant protected characteristic and persons who do not share it, see below for "protected characteristics".*

*These are sometimes called equality aims.*

**1.4 A "protected characteristic" is defined in the Act as:**

- *age;*
- *disability;*
- *gender reassignment;*
- *pregnancy and maternity;*
- *race (including ethnic or national origins, colour or nationality)*
- *religion or belief;*
- *sex;*
- *sexual orientation.*

*Marriage and civil partnership are also a protected characteristic for the purposes of the duty to eliminate discrimination.*

*The previous public sector equalities duties only covered race, disability and gender.*

**1.5 East Sussex County Council also considers the following additional groups/factors when carry out analysis:**

- *Carers – A carer spends a significant proportion of their life providing unpaid support to family or potentially friends. This could be caring for a relative, partner or friend who is ill, frail, disabled or has mental health or substance*

*misuse problems. [Carers at the Heart of 21st Century Families and Communities, 2008]*

- *Literacy/Numeracy Skills*
- *Part time workers*
- *Rurality*

**1.6 Advancing equality (the second of the equality aims) involves:**

- *Removing or minimising disadvantages suffered by people due to their protected characteristic*

- *Taking steps to meet the needs of people from protected groups where these are different from the needs of other people including steps to take account of disabled people's disabilities*

- *Encouraging people from protected groups to participate in public life or in other activities where their participation in disproportionately low*

*NB: Please note that, for disabled persons, the Council must have regard to the possible need for steps that amount to positive discrimination, to "level the playing field" with non-disabled persons, e.g. in accessing services through dedicated car parking spaces.*

**1.7 Guidance on Compliance with The Public Sector Equality Duty (PSED) for officers and decision makers:**

*To comply with the duty, the Council must have "due regard" to the three equality aims set out above. This means the PSED must be considered as a factor to consider alongside other relevant factors such as budgetary, economic and practical factors.*

*What regard is "due" in any given case will depend on the circumstances. A proposal which, if implemented, would have particularly negative or widespread effects on (say) women, or the elderly, or people of a particular ethnic group would require officers and members to give considerable regard to the equalities aims. A proposal which had limited differential or discriminatory effect will probably require less regard.*

*Some key points to note :*

- *The duty is regarded by the Courts as being very important.*

- *Officers and members must be aware of the duty and give it conscious consideration: e.g. by considering open-mindedly the EIA and its findings when making a decision. When members are taking a decision,this duty can't be delegated by the members, e.g. to an officer.*

- *EIAs must be evidence based.*

- *There must be an assessment of the practical impact of decisions on equalities, measures to avoid or mitigate negative impact and their effectiveness.*

- *There must be compliance with the duty when proposals are being formulated by officers and by members in taking decisions: the Council can't rely on an EIA produced after the decision is made.*

- *The duty is ongoing: EIA's should be developed over time and there should be evidence of monitoring impact after the decision.*

- *The duty is not, however, to achieve the three equality aims but to consider them – the duty does not stop tough decisions sometimes being made.*

- *The decision maker may take into account other countervailing (i.e. opposing) factors that may objectively justify taking a decision which has negative impact on equalities (for instance, cost factors).*

*In addition to the Act, the Council is required to comply with any statutory Code of Practice issued by the Equality and Human Rights Commission. New Codes of Practice under the new Act have yet to be published.*

*However, Codes of Practice issued under the previous legislation remain relevant and the Equality and Human Rights Commission has also published guidance on the new public sector equality duty.*

## Part 2 – Aims and implementation of the proposal, project or service

### 2.1 What is being assessed?

**a) Proposal or name of the project or service.**

*The project itself involved producing a feasibility design option for the London Road corridor and has focused upon the following key areas.*

- *London Road (A269) from the junction with A259 to Buckhurst Place (Town Hall Square).*
- *The Town Hall Square and*
- *Buckhurst Place between Town Hall Square and Sackville Road (railway arch)*

*The proposed design options have aimed to provide an improvement to movement and access for pedestrians, cyclists, public transport users, as well as overall traffic flow on the London Road corridor, which in turn links key residential areas of Bexhill with employment, retail and other trip attractors in Bexhill town centre.*

*A series of design options have been prepared and are included within* ***Appendix A*** *of this EIA.*

**b) What is the main purpose or aims of proposal, project or service?**

*East Sussex County Council (ESCC) and Rother District Council (RDC) previously undertook a traffic management and regenerative place-making study, which in turn identified a series of feasibility design options. These design options were then tested and developed using a series of modelling and engineering software.*

*As mentioned above, the scheme looks at improving a number of specific issues such as;*

- *Providing a clear and comprehensive vision to create a strengthened presence for London Road as a key gateway into Bexhill town centre in terms of its route way function and appearance;*
- *Improved traffic management / traffic flow, in particular at the northern end, around the A259 and Beeching Road junctions, and, at the southern end, at Town Hall Square and Sackville Road junctions;*
- *Better provision, accessibility and safety for non-motorised users, in particular in Buckhurst Place and*
- *Provide the Town Hall Square with a public realm that is functional, financially maintainable and aesthetically pleasing.*

**c) Manager(s) and section or service responsible for completing the assessment**

***Andrew Mileham*** *- Project Manager, Transport Planning, ESH*

***Alex Thompson*** *- Project Manager, Strategic Economic Infrastructure ESCC*

***Jon Wheeler*** *- Team Manager – Strategic Economic Infrastructure ESCC.*

*East Sussex Highways (ESH) are responsible for the implementation of local transport schemes, on behalf of ESCC, which meet the objectives of the Council's third Local Transport Plan, namely: improving road safety, reducing congestion, improving accessibility, reduce the need and demand to travel, enhance the environment and maintain/manage the transport network.*

**2.2 Who is affected by the proposal, project or service? Who is it intended to benefit and how?**

*The scheme itself will benefit all users. All the schemes submitted look to provide safer routes to cross as well as look to improve the overall traffic management / traffic flow.*

*These design improvements will provide overall benefits for pedestrians through improved crossing facilities and widened footways, cyclists with cycle parking, bus users through upgraded stops.*

*The widened footways would provide further assistance to wheelchair users, thus allowing them to pass other pedestrians in areas where they previously couldn't. In addition, the proposed schemes will also provide raised kerbs at bus stops, allowing step free access onto local buses.*

*The designs illustrated within* ***Appendix A*** *of this EQIA look to strengthening London Road's role as a key gateway into the Bexhill town centre.*

**2.3 How is, or will, the proposal, project or service be put into practice and who is, or will be, responsible for it?**

*Rother District Council own, manage and maintain the Memorial Gardens area, with ESH leading the delivery of the proposals, with ESCC providing design support through ESH. ESH will be used to construct the submitted design options as presented within* ***Appendix A****.*

**2.4 Are there any partners involved, e.g., NHS Trust, voluntary/community organisations, the private sector? If yes, how are partners involved?**

*Both ESCC and Rother Council are leading on the delivery of the proposal with ESCC providing design support through ESH. ESH will also be used to construct the proposals.*

*A copy of all the key stakeholders who were engaged with in preparing these documents can be found within* ***Appendix B*** *of this document.*

**2.5 Is this proposal, project or service affected by legislation, legislative change, service review or strategic planning activity?**

*The proposal is enhanced by the recently introduced Civil Parking Enforcement and Controlled Parking Zones. This can help to ensure better operation of time limited bays and reduce indiscriminate parking. Further changes to existing parking arrangements have also been proposed.*

**2.6 How do people access or how are people referred to your proposal, project or service? Please explain fully.**

*Bexhill town centre consists of public highway and, as such, there are no restrictions on who can access and use the roads. Memorial Gardens is also open to the public at all times, with the rest of the design options also located on the public highway.*

**2.7 If there is a referral method how are people assessed to use the proposal, project or service? Please explain fully.**

*Not Applicable.*

**2.8 How, when and where is your proposal, project or service provided? Please explain fully.**

*Subject to ESCC Lead Member for Transport and Environment approval (currently programmed for 21st February 2022). ESH will progress with the detailed design of the scheme. Subject to consultation key stakeholder groups and the outcomes of the Stage 2 Road Safety Audit process, construction will look to commence from December 2022.*

*At this stage the construction programme has yet to be determined but it is anticipated that the overall scheme proposals will come into effect in April 2023.*

## Part 3 – Methodology, consultation, data and research used to determine impact on protected characteristics.

**3.1 List all examples of quantitative and qualitative data or any consultation information available that will enable the impact assessment to be undertaken.**

| Types of evidence identified as relevant have **X** marked against them | | | |
|---|---|---|---|
| | Employee Monitoring Data | | Staff Surveys |
| **X** | Service User Data | | Contract/Supplier Monitoring Data |
| **X** | Recent Local Consultations | | Data from other agencies, e.g., Police, Health, Fire and Rescue Services, third sector |
| | Complaints | | Risk Assessments |
| | Service User Surveys | **X** | Research Findings |
| **X** | Census Data | **X** | East Sussex Demographics |
| | Previous Equality Impact Assessments | | National Reports |
| | Other organisations Equality Impact Assessments | **X** | Any other evidence?<br>Consultation report & feedback conducted by ESCC & RDC in November 2020. |

**3.2 Evidence of complaints against the proposal, project or service on grounds of discrimination.**

*No complaints on discrimination have been received regarding this scheme.*

**3.3 If you carried out any consultation or research on the proposal, project or service explain what consultation has been carried out.**

*In developing the proposed schemes, reference has been made to the following documents/guidance;*

- *DfT LTN 2/95 'The Design of Pedestrian Crossings'*
- *DMRB CD 116 – 'Geometric Design of Roundabouts'*
- *DfT 'Mini Roundabout – Good Practice Guide'*
- *TfL 'Accessible Bus Stop Design Guidance'*
- *DfT 'Inclusive Mobility – 'A Guide to Best Practice on Access to Pedestrian & Transport Infrastructure' and*
- *DfT 'Manual for Streets' and 'Manual for Streets 2'.*

*In addition to the above, the Stakeholder Engagement process was undertaken during the months of July and August 2021. ESH sent requests for written representations to 44 organisations as well as a handful of Rother Councillors that operate within the Bexhill ward. The invitations were sent to organisations within the*

*Stakeholder Reference Group, a list that was provided by ESCC. It should be noted however that from the 44 organisations contacted only 20 sent submissions back to ESH, thus calculating a response rate of only 45%.*

*Following on from contacting local stakeholders, a consultation period also ran from 17th November to 10th December 2021 in which a series of leaflets were distributed to over 1,500 addresses within approximately 400 meters of each of the proposed design options asking the general public to comment and make suggestions.*

*ESH received a total of around 179 direct responses, which calculates at a 12% response rate. As is standard practise, a typical survey response rates can lie anywhere in the region between the 5% to 30% range. Therefore, this response could be classed as 'average' with regard to returns of feedback*

*It should also be noted that both stakeholder and general public consultations were undertaken virtually (due to Covid-19 restrictions).*

**3.4 What does the consultation, research and/or data indicate about the positive or negative impact of the proposal, project or service?**

Overall, responses across the four design options were mixed, with the majority of respondents having overall concerns with both Town Hall Square designs. According to comments received, respondents felt that the scheme would contribute to more traffic congestion and that the loss of parking was also deemed unacceptable given the current demand for spaces.

A breakdown of responses received is provided below for each of the proposed four schemes.

**Town Hall Square – Design Option A**

- *Supportive – 40%*
- *Issues and concerns – 53%*
- *Neutral/Unknown – 7%*

**Town Hall Square – Design Option B**

- *Supportive – 41%*
- *Issues and concerns – 47%*
- *Neutral/Unknown – 12%*

**Beeching Road/London Road Junction**

- *Supportive – 54%*
- *Issues and concerns – 31%*
- *Neutral/Unknown - 15%*

**Buckhurst Place/Sackville Road Junction**

- *Supportive – 65%*
- *Issues and concerns – 23%*
- *Neutral/Unknown – 12%*

*As identified from the survey results above, both the two-mini roundabout design options received the highest level of support, with 54% and 65% of respondents in favour of the two.*

*Below is a summary of some of the more prominent issues raised during the consultation. A detailed analysis of responses is included within ESH Public Consultation Response Report (Dated January 2022) – TN02.*

- *Concerns around the reduction in parking spaces for both Town Hall Square Options and the potential impact on the local economy due to lack of parking spaces for people to use when visiting.*

- *Town Hall Square Option A had responses concerning raised congestion levels and queueing as well as aesthetic impacts on the local area and impacts on local bus service stops.*

- *Town Hall Square Option B concerned responses included road safety issues, a lack of cyclist consideration and potential traffic queuing into Town Hall square as a result of the crossing.*

- *For Buckhurst Place j/w Sackville Road there were responses concerned about the potential for the scheme to encourage higher vehicle speeds, public realm and capacity constraints, as well as whether the scheme is actually needed.*

- *Beeching j/w London Road negative responses included concerns about potential traffic impacts elsewhere, accessibility issues for the fire brigade and whether a signalled traffic management system would be more beneficial than a roundabout.*

## Part 4 – Assessment of impact

**4.1 Age: Testing of disproportionate, negative, neutral or positive impact.**

**a) How is this protected characteristic reflected in the County/District/Borough?**

*The following details have been provided by ESCC, East Sussex in Figures. These represent a projected population profile, by age, for the County and Bexhill 2020.*

| *Population by age profile* | | | | |
|---|---|---|---|---|
| *Age Group* | *County* | | *Bexhill* | |
| | *Numbers* | *%* | *Numbers* | *%* |
| *0-10* | *63,256* | *11.3%* | *4,426* | *9.6%* |
| *11-17* | *43,319* | *7.8%* | *2,831* | *6.1%* |
| *18-24* | *35,847* | *6.4%* | *2,608* | *5.6%* |
| *25-34* | *54,729* | *9.8%* | *4,385* | *9.5%* |
| *35-44* | *59,399* | *10.6%* | *3,902* | *8.5%* |
| *45-54* | *76,173* | *13.6%* | *5,333* | *11.6%* |
| *55-64* | *80,041* | *14.3%* | *6,610* | *14.3%* |
| *65-74* | *75,476* | *13.5%* | *7,734* | *16.8%* |
| *75-84* | *48,368* | *8.7%* | *5,571* | *12.1%* |
| *85+* | *22,244* | *4.0%* | *2,764* | *6.0%* |
| *All* | *558,852* | *100.0%* | *46,164* | *100.0%* |

**b) How is this protected characteristic reflected in the population of those impacted by the proposal, project or service?**

*As the table in section (a) shows, the population by age profile for Bexhill is roughly the same as the population as the county. Potentially all age groups within the Bexhill borough could be affected by the scheme, as they may use the proposed public realm improvements, crossing facilities and extended footways. The population with the protected characteristic who drive, are also expected to be impacted by the proposal given the nature of the two mini-roundabout design options will look to improve the traffic management arrangements within Buckhurst Place/Sackville Road junction as well as the Beeching Road j/w London Road respectively.*

**c) Will people with the protected characteristic be more affected by the proposal, project, or service than those in the general population who do not share that protected characteristic?**

No. All age groups will benefit from the scheme.

**d) What is the proposal, project or service's impact on different ages/age groups?**

**Positive Impacts**: *Both older and young people (including children) will feel safer as result of the proposed public realm improvements, crossing facilities and widened footways and therefore are more likely to visit the town centre. During the feedback/consultation period raised concern about the safety of pedestrians, particularly those who are less mobile. There were also concerns*

*for the safety of young children who will be less aware of approaching vehicles.*

**Negative Impacts:** *By providing public realm improvements, such as crossing facilities and widened footways there will be fewer opportunities to travel to the area by private car (given the reduction in parking spaces).*

**e) What actions are too/or will be taken to avoid any negative impact or to better advance equality?**

*Unfortunately given the age/history of Bexhill Town centre, there is neither the road space or opportunity to cater for all age groups of pedestrians, cyclists and other road users. Therefore, it is not deemed possible to altogether avoid negative impacts to some age groups without significantly reducing the benefit being provided to others.*

**f) Provide details of the mitigation.**

*Where possible, we have identified areas to help mitigate the risks to those with the protected characteristics affected negatively by this scheme. Specific consideration has been given to criteria such as improving the public realm, thus providing safe spaces for people to meet, as well as proposing a new zebra crossing and kerb works in order to slow down traffic and reduced crossing distances to allow pedestrians to cross more safely. Thus, making it attractive for all potential users.*

**g) How will any mitigation measures be monitored?**

*Some baseline figures, such as traffic speed and volume have all been used in the design of all four proposed scheme designs. Additional data, including collision data will be collected and monitored following implementation to determine if traffic conditions remain suitable or if further mitigation is required. This will also help determine the level of safety as a result of the proposed schemes.*

**4.2 Disability: Testing of disproportionate, negative, neutral or positive impact.**

**a) How is this protected characteristic reflected in the County /District/Borough?**

*The following details have been provided by ESCC, East Sussex in Figures. These represent a projected population profile, by disability, for the County and Bexhill for 2018.*

| *Category* | *County* | | *Bexhill* | |
|---|---|---|---|---|
| | *Numbers* | *%* | *Numbers* | *%* |
| *Higher severity disability* | *29,405* | *12* | *5,257* | *12* |
| *Lower severity disability* | *66,858* | *27* | *11,897* | *27* |
| *Locomotor disability* | *71,850* | *29* | *12,893* | *29* |
| *Personal care disability* | *37,438* | *15* | *6,718* | *15* |
| *Hearing disability* | *26,639* | *11* | *4,791* | *11* |
| *Sight disability* | *13,142* | *5* | *2,241* | *5* |
| *All* | *245,332* | *100* | *43,794* | *100* |

**b) How is this protected characteristic reflected in the population of those impacted by the proposal, project or service?**

*As the table in section (a) shows, the population by disability profile for Bexhill is the same as the population in the county. Potentially people with disabilities from all categories within the Rother district could be affected by the scheme, as they may use the proposed public realm improvements, crossing facilities and extended footways or drive a vehicle.*

**c) Will people with the protected characteristic be more affected by the proposal, project, or service than those in the general population who do not share that protected characteristic?**

*N/A.*

**d) What is the proposal, project or service's impact on people who have a disability?**

***Positive Impacts****: By implementing these proposed public realm improvements, crossing facilities, and widened footways will benefit people with disabilities. This will also be the case with regard to the bus infrastructure improvements that will also form part of the scheme.*

***Negative Impacts****: However, by implementing these improved crossing facilities and the widening of the footways there will be fewer opportunities to travel to the area by private car (given the reduction in parking spaces).*

**e) What actions are to/ or will be taken to avoid any negative impact or to better advance equality?**

*An independent Road Safety Audit (RSA) has been commissioned, which considered all possible interactions between all user groups for all four proposed scheme locations. As mentioned previously, there is neither the road space nor opportunity to provide to cater for all age groups of pedestrians, cyclists and other road users. Therefore, it is not deemed possible to altogether avoid negative impacts to some age groups without significantly reducing the benefit being provided to others*

**f) Provide details of any mitigation.**

*Based on the findings of the RSA, the proposed crossing facilities and widened footways will reduce conflict between people with disabilities and other road users.*

**g) How will any mitigation measures be monitored?**

*A "How Did We Do" survey will be conducted 6 months after the proposed schemes have been constructed and, in addition to the feedback provided from this, any complaints received from the public will be taken into account.*

**4.3 Ethnicity: Testing of disproportionate, negative, neutral or positive impact.**

*The following details have been provided by ESCC. These represent a population profile, by Ethnicity, for the county and Bexhill (Rother District).*

| *Category* | *County* | | *Bexhill* | |
|---|---|---|---|---|
| | *Numbers* | *%* | *Numbers* | *%* |
| *All White* | *505,422* | *96* | *40,795* | *96* |
| *All Mixed* | *7,473* | *1* | *565* | *1* |
| *All Asian or Asian British* | *9,143* | *2* | *694* | *2* |
| *All Black or Black British* | *2,912* | *0.6* | *187* | *0* |
| *Other Ethnic Group* | *1,721* | *0.3* | *75* | *0* |
| *All* | *526,671* | *100* | *42,316* | *100* |

**a) How is this protected characteristic reflected in the population of those impacted by the proposal, project or service?**

*As the table in section (a) shows, the population by ethnic group profile for Bexhill is nearly identical to the population in the county and the "All White" group represents the vast majority of the general population.*

*Potentially, all ethnicities within Bexhill could be affected by the scheme, as they may use the public realm improvements, crossing facilities and the widened footways.*

**b) Will people with the protected characteristic be more affected by the proposal, project or service than those in the general population who do not share that protected characteristic?**

*N/A*

**c) What is the proposal, project or service's impact on people who are from a different ethnic background?**

***Positive Impacts**: By implementing these proposed public realm improvements, crossing facilities and widened footways will benefit all ethnic groups. The scheme will also provide improvements in health benefits and commuting within Bexhill town centre.*

***Negative Impacts**: However, by implementing these improved crossing facilities and the widening of the footways there will be fewer opportunities to travel to the area by private car (given the reduction in parking spaces).*

**d) What actions are to/ or will be taken to avoid any negative impact or to better advance equality?**

*There is no form of mitigation that can be considered for this scheme that would realistically impact the ethnicity profile in Bexhill.*

**e) Provide details of any mitigation.**

*N/A*

**f) How will any mitigation measures be monitored?**

*N/A*

**4.4 Gender/Transgender: Testing of disproportionate, negative, neutral or positive impact Consider men, women, transgender individuals.**

*The following details have been provided by ESCC. These represent a population profile, by gender, for the county and Bexhill (Rother District). No data is available for other gender groups such as Transgender.*

| *Category* | *County* | | *Bexhill* | |
|---|---|---|---|---|
| | *Numbers* | *%* | *Numbers* | *%* |
| *Male* | *268,707* | *48* | *21,571* | *47.5* |
| *Females* | *285,883* | *52* | *23,880* | *52.5* |
| *All* | *554,590* | *100* | *45,451* | *100* |

**a. How is this protected characteristic reflected in the reflected in the population of those impacted by the proposal, project or service?**

*As the table above shows, the population by gender profile for Bexhill is nearly identical to the population in the county and the number of females is slightly higher than the number of males. Potentially all genders within Bexhill could be affected by the scheme, as they may use the public realm improvements, crossing facilities and the widened footways. As well as drivers using the proposed traffic management improvements i.e., the mini roundabouts.*

**b. Will people with the protected characteristic be more affected by the proposal, project or service than those in the general population who do not share that protected characteristic?**

*N/A*

***c. Will people with the protected characteristic be more affected by the proposal, project or service than those in the general population who do not share that protected characteristic?***

***Positive Impacts****: By implementing these proposed public realm improvements, crossing facilities, and widened footways this will encourage more opportunities for both male and females to walk and feel safer when traveling within Bexhill town centre.*

***Negative Impacts****: However, by implementing these improved crossing facilities and the widening of the footways there will be fewer opportunities to travel to the area by private car (given the reduction in parking spaces).*

***d.*** **What actions are to/ or will be taken to avoid any negative impact or to better advance equality?**

*There is no form of mitigation that can be considered for this scheme that would realistically impact the gender profile associated with Bexhill.*

***e.*** **Provide details of any mitigation.**

*N/A*

**f. How will any mitigation measures be monitored?**

*N/A*

**4.5 Marital Status/Civil Partnership: Testing of disproportionate, negative, neutral or positive impact.**

*It is deemed that this protective characteristic will not experience disproportionate, negative, neutral or positive impacts by the proposed schemes.*

**4.6 Pregnancy and maternity: Testing of disproportionate, negative, neutral or positive impact.**

**a) How is this protected characteristic reflected in the County/District/Borough?**

*The following details have been provided by ESCC. These represent a projected population profile, by age, for the County and Bexhill for 2018.*

*It is considered the likely age range of those who potentially will fall within this protected characteristic is between 16 and 54.*

| *Age Group* | *County* | | *Bexhill* | |
|---|---|---|---|---|
| | *Numbers* | *%* | *Numbers* | *%* |
| *0-10* | *64,373* | *12* | *12,160* | *13* |
| *11-17* | *41,157* | *8* | *7,022* | *8* |
| *18-24* | *35,464* | *6* | *7,183* | *8* |
| *25-34* | *52,653* | *10* | *11,204* | *12* |
| *35-44* | *57,278* | *10* | *10,564* | *11* |
| *45-54* | *78,101* | *14* | *13,496* | *15* |
| *55-64* | *75,257* | *14* | *11,985* | *13* |
| *65-74* | *74,843* | *14* | *10,334* | *11* |
| *75-84* | *45,623* | *8* | *5,478* | *6* |
| *85+* | *22,916* | *4* | *2,619* | *3* |
| *All* | *547,665* | *100* | *92,045* | *10* |

**b) How is this protected characteristic reflected in the reflected in the population of those impacted by the proposal, project or service?**

*As the table in section (a) shows, the births by age of mother profile for Bexhill is the same as the population in the county. Potentially a significant majority within Bexhill could be affected by the scheme, as they may use the public realm improvements, crossing facilities and the widened footways. As well as*

*drivers using the proposed traffic management improvements, i.e., the mini roundabouts.*

**c) Will people with the protected characteristic be more affected by the proposal, project or service than those in the general population who do not share that protected characteristic?**

*Yes - Pregnancy and maternity characteristics are relevant to the proposal because of reduced mobility (e.g., heavily pregnant people) or reliance on buggies/prams (maternity).*

**d) What is the proposal, project or service's impact on different ages/age groups?**

***Positive Impacts**: By implementing these proposed public realm improvements, crossing facilities, and widened footways this will encourage more opportunities for women with reduced mobility (e.g., heavily pregnant people) or reliance on buggies/prams (maternity) to navigate around the Bexhill town centre more easily.*

***Negative Impacts**: However, by implementing these improved crossing facilities and the widening of the footways there will be fewer opportunities to travel to the area by private car (given the reduction in parking spaces), which could conflict with pregnant women or women with buggies/prams/young children.*

***e)* What actions are to/ or will be taken to avoid any negative impact or to better advance equality?**

*There is neither the road space nor opportunity to provide facilities to cater for all types of pedestrians, cyclists and other road users. Therefore, it is not deemed possible to altogether avoid negative impacts to some age groups without significantly reducing the benefit being provided to others.*

***f)* Provide details of any mitigation.**

*N/A*

***g)* How will any mitigation measures be monitored?**

*N/A*

**4.7 Religion, Belief: Testing of disproportionate, negative, neutral or positive impact.**

*It is not considered that this protective characteristic will experience disproportionate, negative, neutral or positive impact.*

**4.8 Sexual Orientation - Gay, Lesbian, Bisexual and Heterosexual: Testing of disproportionate, negative, neutral or positive impact.**

*It is not considered that this protective characteristic will experience disproportionate, negative, neutral or positive impact.*

**4.9 Other: Additional groups/factors that may experience impacts - testing of disproportionate, negative, neutral or positive impact.**

*There are no other groups which have been identified which are likely to experience disproportionate, negative, neutral or positive impact.*

**4.10 Human rights -** Human rights place all public authorities – under an obligation to treat you with fairness, equality, dignity, respect and autonomy. **Please look at the table below to consider if your proposal, project or service may potentially interfere with a human right.**

*The scheme will not have human rights implications.*

| **Articles** | |
|---|---|
| **A2** | **Right to life (e.g., pain relief, suicide prevention)** |
| **A3** | **Prohibition of torture, inhuman or degrading treatment (service users unable to consent, dignity of living circumstances)** |
| **A4** | **Prohibition of slavery and forced labour (e.g., safeguarding vulnerable adults)** |
| **A5** | **Right to liberty and security (financial abuse)** |
| **A6 &7** | **Rights to a fair trial; and no punishment without law (e.g., staff tribunals)** |
| **A8** | **Right to respect for private and family life, home and correspondence (e.g., confidentiality, access to family)** |
| **A9** | **Freedom of thought, conscience and religion (e.g., sacred space, culturally appropriate approaches)** |
| **A10** | **Freedom of expression (whistle-blowing policies)** |
| **A11** | **Freedom of assembly and association (e.g., recognition of trade unions)** |
| **A12** | **Right to marry and found a family (e.g., fertility, pregnancy)** |
| **Protocols** | |
| **P1.A1** | **Protection of property (service users property/belongings)** |
| **P1.A2** | **Right to education (e.g., access to learning, accessible information)** |
| **P1.A3** | **Right to free elections (Elected Members)** |

*It is deemed that there will not be any interference with the human rights listed in the table above as a result of the proposed schemes.*

## Part 5 – Conclusions and recommendations for decision makers

**5.1 Summarise how this proposal/policy/strategy will show due regard for the three aims of the general duty across all the protected characteristics and ESCC additional groups.**

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010;

  *It is deemed that the proposed design options/schemes will have no unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.*

- Advance equality of opportunity between people from different groups

  *It is deemed that this scheme will have a minimal impact on people from different groups within the protected characteristics.*

- Foster good relations between people from different groups

  *It is deemed that this scheme will help all pedestrians and road users, and so will improve the relations between these user groups within Bexhill, which has been identified as an issue as part of the consultation process.*

**5.2 Impact assessment outcome** Based on the analysis of the impact in part four mark below ('X') with a summary of your recommendation.

| X | Outcome of impact assessment | Please explain your answer fully. |
|---|---|---|
| | **A No major change** – Your analysis demonstrates that the policy/strategy is robust, and the evidence shows no potential for discrimination and that you have taken all appropriate opportunities to advance equality and foster good relations between groups. | *Certain discriminations against protected characteristics have been identified from the Equality Impact Assessment.*<br><br>*However, given the limitations in road space, it is not considered possible to mitigate these discriminations without a disproportionate offset to the remaining population.* |
| | **B Adjust the policy/strategy** – This involves taking steps to remove barriers or to better advance equality. It can mean introducing measures to mitigate the potential effect. | |
| | **C Continue the policy/strategy -** This means adopting your proposals, despite any adverse effect or missed opportunities to advance equality, provided you have satisfied yourself that it does not unlawfully discriminate | |
| | **D Stop and remove the policy/strategy** – If there are adverse effects that are not justified and cannot be mitigated, you will want to consider stopping the policy/strategy altogether. If a policy/strategy shows unlawful discrimination it *must* be removed or changed. | |

**5.3 What equality monitoring, evaluation, review systems have been set up to carry out regular checks on the effects of the proposal, project or service?**

*During the detailed design process, consultation with walking, cycling and disability user groups will take place to ensure that where possible, mitigating actions will be incorporated into the proposed design options.*

*A further Road Safety Audits will be undertaken post implementation (RSA 3) to identify and correct any issues. Data such as traffic speeds and volume as well as pedestrian and cyclist data will be collected and monitored to gauge success. Following construction, monitoring will also be undertaken using accident statistics.*

*A "How Did We Do" survey will also be conducted 6 months after the proposed design options have been constructed and, in addition to the feedback provided from this, any complaints received from the public will be taken into account.*

**5.6 When will the amended proposal, proposal, project or service be reviewed?**

*There will be an initial post implementation review within 1 month of all the schemes being completed, which will then have review points at 12 months and a 36 months.*

| | | | |
|---|---|---|---|
| **Date completed:** | **7th January 2022** | **Signed by (person completing)** | *A J Mileham* |
| | | **Role of person completing** | ***Scheme Project Manager for East Sussex Highways*** |
| **Date:** | **27th January 2022** | **Signed by (Manager)** | *A J Mileham* |

## Part 6 – Equality impact assessment action plan

If this will be filled in at a later date when proposals have been decided please tick here and fill in the summary report. ✓

The table below should be completed using the information from the equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e., increase the positive impact
4. **If no actions fill in separate summary sheet.**

**Please ensure that you update your service/business plan within the equality objectives/targets and actions identified below:**

| Area for improvement | Changes proposed | Lead Manager | Timescale | Resource implications | Where incorporated/flagged? (e.g., business plan/strategic plan/steering group/DMT) |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

## 6.1 Accepted Risk

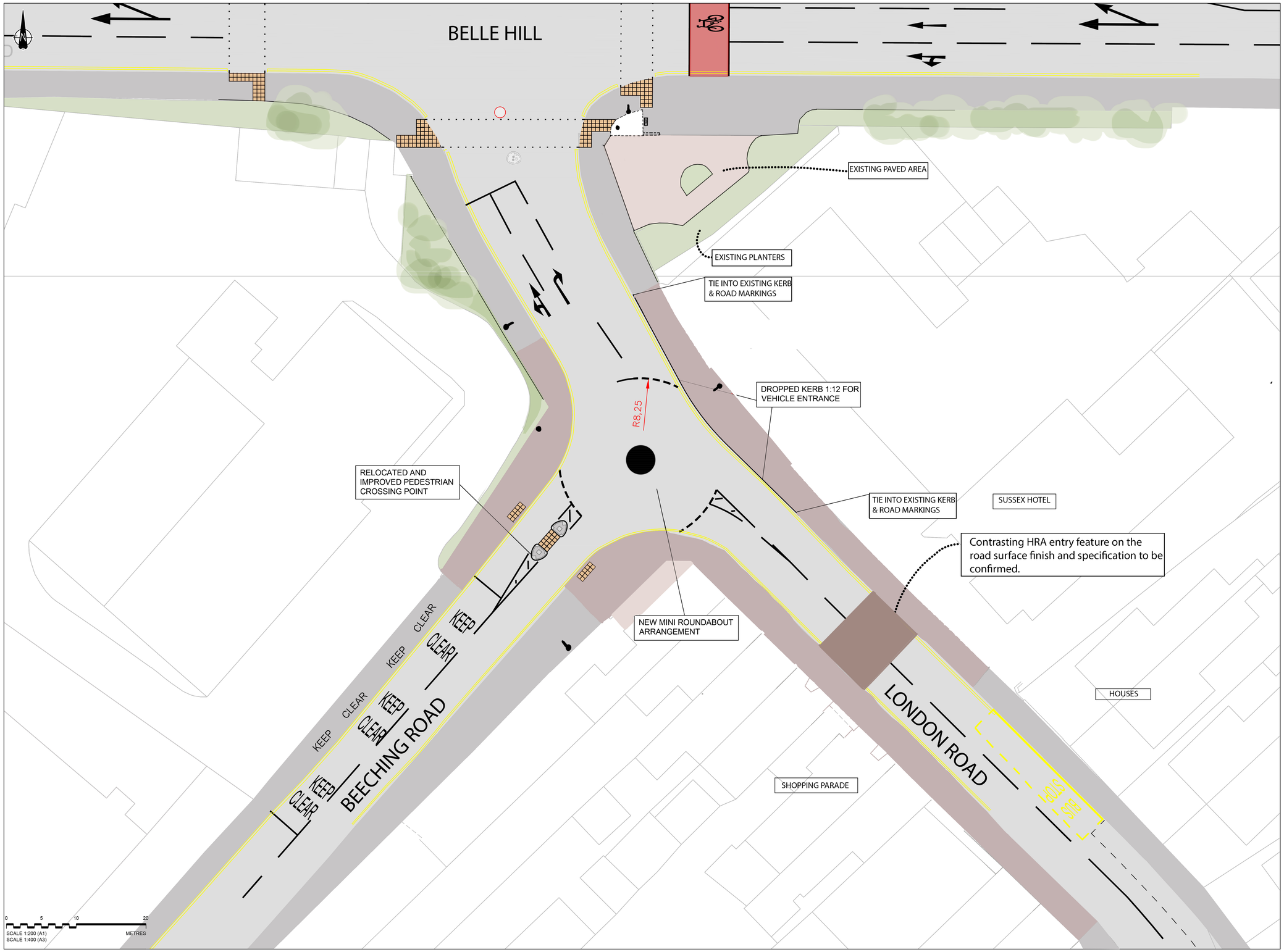
From your analysis, please identify any risks not addressed giving reasons and how this has been highlighted within your Directorate:

| Area of Risk | Type of Risk? (Legal, Moral, Financial) | Can this be addressed at a later date? (e.g., next financial year/through a business case) | Where flagged? (e.g., business plan/strategic plan/steering group/DMT) | Lead Manager | Date resolved (if applicable) |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

# Appendices

# Appendix A

## Proposed Design Options




© Crown copyright and database rights 2019 Ordnance Survey 100019601

NOTES:

1. All dimensions are in metres unless otherwise stated.
2. Proposals shown are based on Topographical survey.

KEY

- EXISTING VEGETATION
- PROPOSED RESURFACING OF FOOTWAY WITH RED HOT ROLED ASPHALT (30%/10 HRA RED, CHIPPINGS 10 - 15MM WITH CLEAR PRE-COAT AND HAND SPREAD.
- EXISTING PRIVATE PAVED AREA
- EXISTING PAVING
- CONTRASTING HRA ENTRY FEATURE ON THE ROAD - FINISH TBC
- PROPOSED CROSSING - TACTILE PAVING IN CONTRAST ING COLOUR TO HRA PAVING
- EXISTING TRAFFIC SIGN LOCATION
- EXISTING LIGHT COLUMN TO BE RETAINED

| Rev | Status | Rev. Date | Purpose of revision | Drawn | Chck'd | Apprv'd |
|---|---|---|---|---|---|---|

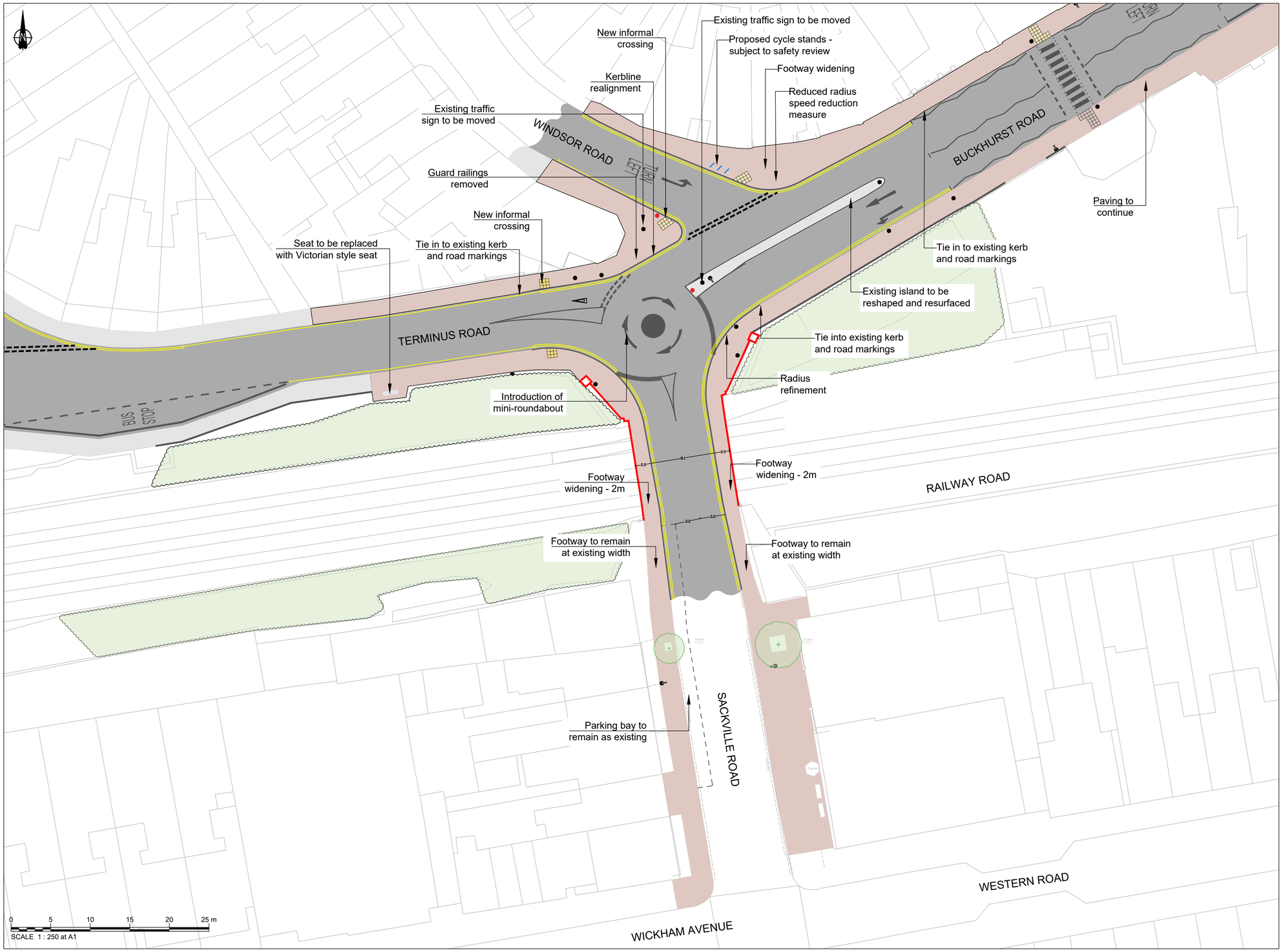
East Sussex Highways
A partnership between:
COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project: LONDON ROAD, BEXHILL

Drawing title: LANDSCAPE PLAN
LONDON RD / BEECHING RD
ROUNDABOUT
SHEET 1 OF 1

| | | | |
|---|---|---|---|
| Status | PRELIMINARY | Revision | P02 |
| Scale | 1:200 | Date | JULY 2021 |
| Drawn By | JM | | |
| Checked By | PM | | |
| Approved By | AM | | |
| Project No. 678223 | Originator ESH | Original Size | A1 |

Drawing number: Volume | Design Alt. | Type | Role | Number
678223-EHS-HMK-SCH109-SK-LA-004




NOTES:

1. All dimensions are in metres unless otherwise stated.
2. Proposals shown are based on Topographical survey.

## KEY

- Existing trees
- Existing vegetation
- Existing carriageway
- Existing footway
- Existing traffic sign location
- Existing bridge walls
- Existing fence
- Existing light column
- Proposed resurfacing of footway with red hot rolled asphalt (30%/10 HRA red, chipping 10-15mm with clear pre-coat and hand spread
- Proposed crossing - tactile paving
- Proposed cycle stand
- Proposed new traffic sign location

© Crown copyright and database rights 2019 Ordnance Survey 100019601

| Rev | Status | Rev. Date | Purpose of revision | Drawn | Chck'd | Apprv'd |
|---|---|---|---|---|---|---|

East Sussex Highways
A partnership between: COSTAIN CH2M
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project: LONDON ROAD, BEXHILL

Drawing title: SACKVILLE / TERMINUS / BUCKHURST ROUNDABOUT STAKEHOLDER ENGAGEMENT PLAN SHEET 1 OF 1

| | | | |
|---|---|---|---|
| Status | PRELIMINARY | Revision | P02 |
| Scale | 1:250 | Date | OCT 2021 |
| Drawn By | JM | | |
| Checked By | PM | | |
| Approved By | AM | | |
| Project No. 678223 | Originator ESH | Original Size | A1 |

Drawing number: Volume | Design Alt. | Type | Role | Number
678223-ESH-HMK-SCH109-SK-LA-007

678223-ESH-HMK-SCH109-SK-LA-003dwg

Proposed Bus Stop
New high kerb, new clearway, flag and timetable, 2 parking spaces will be removed

Existing Bus Stop
New high kerb, new shelter, existing RTPI and refreshed clearway

Indicative signage location and design subject to safety review

Prunus serrula stem detail

Retain as many trees as possible. There is an opportunity for ecological enhancement - choosing single flower cherry trees that attract bees.

Gap in the wall to be filled to match existing wall and accommodate new parking layout.

New exit through the wall with new brick piers

Proposed small deciduous trees as a feature

Larger refuge islands proposed

Proposed Bus Stop
New clearway markings, high kerb, flag, timetable and shelter

Enlarged entrance to Town Hall. New brick piers constructed to match existing.

Tegula edging on paths

Proposed cycle stands

Existing town plan board to be retained

Exit from Town Hall only

Entrance to Town Hall only

Bollards relocated around edge of island to deter parking

New parking bays

Existing Victorian lamp posts moved to new locations

Existing parking bays

Proposed "TURN LEFT" sign

New zebra crossing

Proposal to construct new sections of wall using materials salvaged from existing wall that will be demolished due to highway works.

Number of taxi bays reduced from 7 to 3

Opportunity to reuse the 3 existing bins

Segment of existing wall to remain

Proposed informal sweeps of spring bulbs planted in the grass

New paving to continue to Sackville Road

Opportunity to refurbish and reinstate existing benches in new location. Any additions should be in Victorian style to match existing - heritage feel of the area.

Existing Bus Stop
Moved east aprox. 16m, new clearway, new RTPI, new high kerb, new flag and timetable

Existing zebra crossing to be retained

Existing refurbished Victorian Bench

LONDON ROAD
AMHERST ROAD
BUCKHURST ROAD
STATION ROAD
BUCKHURST PLACE
LOADING ONLY
Town Hall
Bank Chambers
Cast Hotel (PH)
Car Park

© Crown copyright and database rights 2021 Ordnance Survey, 100019601

NOTES:

1. Proposals shown are based on Topographical survey.
2. Lamp column locations to be subject to street light review.
3. The Memorial will remain in its current position.
4. Widened footway areas, new crossing points, widened refuge islands and reduced crossing widths.
5. Amendments to parking restrictions.

## KEY

- Existing trees to remain
- Proposed trees
- Trees to be removed
- Proposed evergreen shrubs
- Proposed annual planting displays
- Proposed shade herbaceous planting
- Proposed informal sweeps of spring bulbs planted in the grass
- Proposed amenity grass
- Proposed resurfacing of footway with red hot rolled asphalt
- Access Road paved in HRA contrasting to that used on the footway and the road carriageway
- Proposed Tegula surfacing
- New Bus Shelters - subject to review
- Existing refurbished benches
- Memorial
- Existing refurbished bins
- Existing wall retained
- New wall constructed to match existing
- Existing post box
- Existing Victorian lamp post
- Proposed cycle stands
- LP Proposed location of the reinstated Victorian lamp post
- LP Victorian lamp post to be removed and reinstated in a different location
- CCTV Proposed location of the reinstated CCTV post
- CCTV CCTV post be removed and reinstated in a different location
- Relocated bollards
- Proposed signage

0 5 10 15 20
SCALE 1:250 (A1)
SCALE 1:500 (A3)
METRES

| Rev | Status | Rev. Date | Purpose of revision | Drawn | Chck'd | Apprv'd |
|---|---|---|---|---|---|---|

East Sussex Highways
A partnership between: COSTAIN CH2M Supporting East Sussex

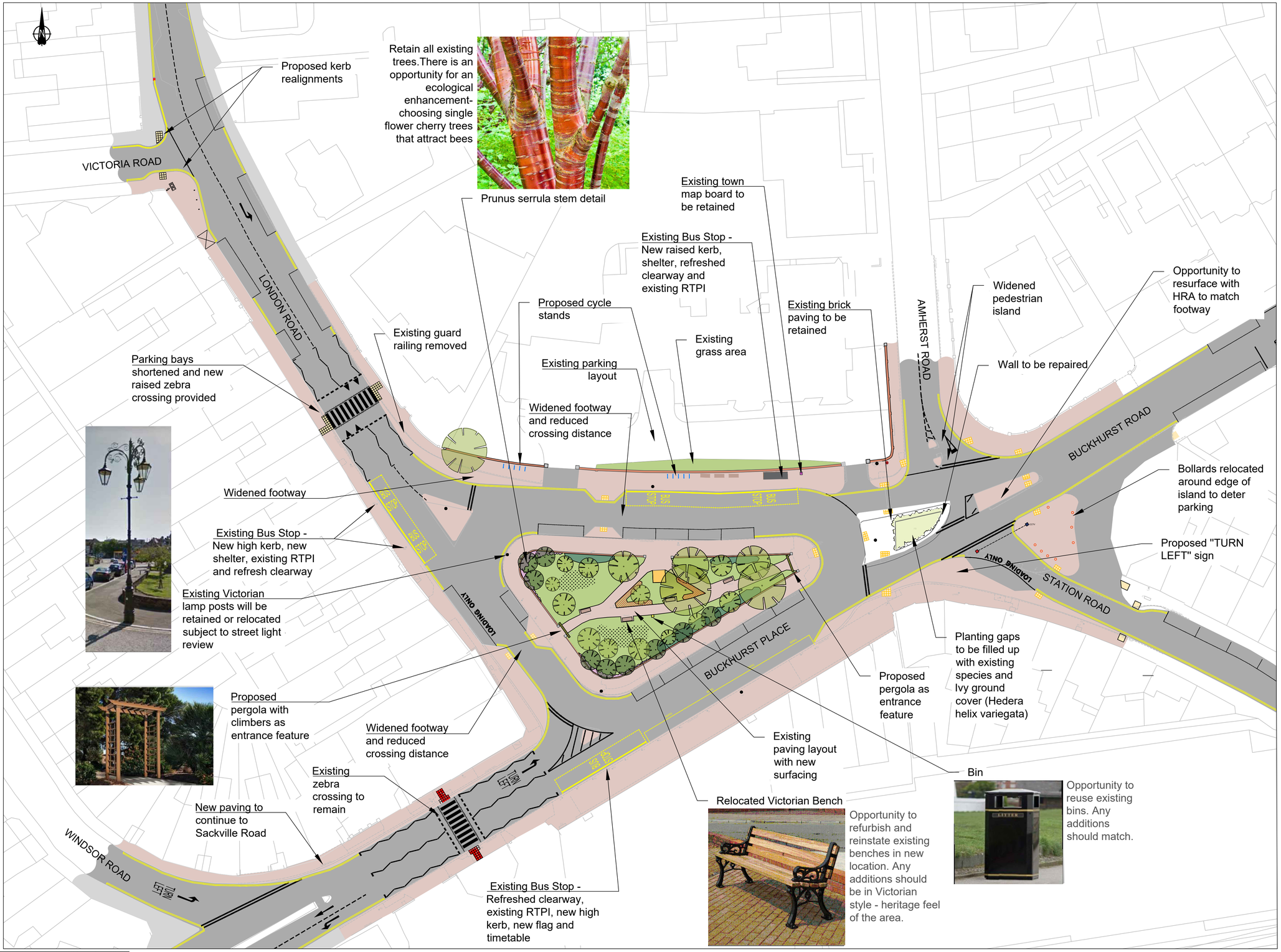
EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

Project: LONDON ROAD, BEXHILL

Drawing title: MEMORIAL ROUNDABOUT STAKEHOLDER ENGAGEMENT PLAN OPTION 3A

| | | | |
|---|---|---|---|
| Status | PRELIMINARY | Revision | P03 |
| Scale | 1:250 | Date | DEC 2021 |
| Drawn By | MG | | |
| Checked By | PM | | |
| Approved By | A. Mileham | | |
| Project No. | 678223 | Originator ESH | Original Size A1 |

Drawing number (Volume | Design Alt. | Type | Role | Number): 678223-ESH-HMK-SCH109-SK-LA-006




© Crown copyright and database rights 2019 Ordnance Survey 100019601

NOTES:

1. All dimensions are in meters unless otherwise stated.
2. Proposals shown are based on Topographical survey.
3. Proposed cycle stands location subject to safety review.
4. The Memorial will remain in its current position.
5. Amendments to parking restrictions.

## KEY

- Existing trees
- Proposed trees
- Existing spring flowers and bulbs
- Seasonal bedding planting
- Proposed informal sweeps of spring bulbs planted in the grass
- Proposed evergreen shrubs
- Proposed Pergola
- Existing amenity grass
- Proposed resurfacing of footway with red hot rolled asphalt
- Existing refurbished benches
- Existing refurbished bins
- Existing bus shelter
- Memorial
- Interpretation board
- Existing wall to be retained
- Existing post box
- Existing Victorian lamp post
- Proposed cycle stands
- CCTV Proposed location of the reinstated CCTV post
- CCTV CCTV post be removed and reinstated in a different location
- Relocated bollards

| Rev | Status | Rev. Date | Purpose of revision | Drawn | Chck'd | Apprv'd |
|---|---|---|---|---|---|---|

East Sussex Highways
A partnership between: COSTAIN CH2M, Balfour Beatty

EAST SUSSEX HIGHWAYS
RINGMER DEPOT, THE BROYLE
RINGMER, EAST SUSSEX, BN8 5NP
Tel. 0345 60 80 193 www.eastsussexhighways.com

LONDON ROAD, BEXHILL

Drawing title

MEMORIAL ROUNDABOUT
ADDITIONAL LAYOUT INCLUDING
MENTIONED KERB
OPTION 2B

| | | | |
|---|---|---|---|
| Status | PRELIMINARY | Revision | P02 |
| Scale | 1:350 | Date | JUNE 2021 |
| Drawn By | JM | | |
| Checked By | PM | | |
| Approved By | A. Mileham | | |
| Project No. 678223 | Originator ESH | Original Size | A1 |

Drawing number Volume | Design Alt. | Type | Role | Number
678223-ESH-HMK-SCH109-SK-LA-006

# Appendix B

## Stakeholder List

Date: July 2021
Revision 04

# London Road, Bexhill
# Stakeholder Consultation List

East Sussex Highways

| Stakeholder | Contact Details | To include as part of Statutory Consultation Process |
|---|---|---|
| **ESCC Departments** | | |
| Road Safety Team | Traffic.Safety@eastsussex.gov.uk | Yes |
| Passenger transport group | publictransport.pts@eastsussex.gov.uk | Yes |
| Parking Team | Parking.escc@eastsussex.gov.uk | Yes |
| Transport Development Control | DevelopmentControl.Transport@eastsussex.gov.uk | Yes |
| Asset Management | Contracts.ManagementGroup@eastsussex.gov.uk | Yea |
| County Ecologist | kate.cole@eastsussex.gov.uk | Yes |
| County Archaeologist | County.Archaeology@eastsussex.gov.uk | Yes |
| County Arboroculturist | james.newmarch@eastsussex.gov.uk | Yes |
| Landscape Group | virginia.pullan@eastsussex.gov.uk | Yes |
| Planning Team | Development.Control@eastsussex.gov.uk | Yes |
| County Councilors | Used link: https://democracy.eastsussex.gov.uk/mgMemberIndex.aspx?bcr=1 | Yes |
| **District and Boroughs** | | |
| District and Borough Councilors | | |
| Bexhill & Rother District Council | cllr.charles.clark@eastsussex.gov.uk<br>cllr.keith.glazier@eastsussex.gov.uk<br>cllr.eleanor.kirby-green@rother.gov.uk<br>irhollidge@icloud.com<br>paul4northernrother@gmail.com<br>cllr.Nuala.Geary@eastsussex.gov.uk<br>cllr.Abul.Azad@eastsussex.gov.uk | Yes, to all |
| Rother District Council Officers | | |
| Conservation Officer | Diane.Russell@rother.gov.uk | Yes |
| Rother Transport Action Group | Marie.Kennedy@rother.gov.uk | Yes |
| Rother Parks Development Officer | Rebecca.Owen@rother.gov.uk | Yes |
| Head of Service – Acquisitions, Transformation, and Regeneration | Ben.hook@rother.gov.uk | Yes |
| Environmental Health - Licensing | catherine.beaumont@rother.gov.uk | Yes |
| **Towns and Parish Councils** | | |
| Town & Parish councils | Bexhill Town Council - Bexhillclerk@gmail.com | Yes |
| **Other Authorities** | | |
| Highways England | Peter.phillips@highwaysengland.co.uk<br>Peter Phillips – Route Sponsor for East Sussex | Yes |

| | | |
|---|---|---|
| | John.Farnaby@highwaysengland.co.uk | Yes |
| Network Rail | Mike.smith5@networkrail.co.uk<br>Mike Smith - Head of Strategic Planning, South East Route | Yes |
| Train Operating Companies | | |
| South East | Nina.Peak@southeasternrailway.co.uk | Yes |
| Southern | Yvonne.leslie@gtarailway.co.uk and/or paul.best@gtarailway.co.uk | Yes |
| Environment Agency | enquiries@environment-agency.gov.uk | |
| South Downs National Park | planning@southdowns.gov.uk<br><br>Allison Thorpe Allison.Thorpe@southdowns.gov.uk | |
| Historic England | Liz.Pollard@HistoricEngland.org.uk<br>Louise.Forsyth@HistoricEngland.org.uk | Yes |
| **Emergency Services** | | |
| East Sussex Fire and Rescue | | |
| Borough Commander for Rother | Simon.neill@esfrs.org | Yes |
| Borough Commander for Wealden & Eastbourne | Pup.upton@esfrs.org | |
| Borough Commander for Brighton & Hove and Lewes | Nigel.Cusack@esfrs.org | |
| Police | Christopher.Cannon@surrey.pnn.police.uk | Yes |
| South East Coast Ambulance Service | | |
| Lewes and City of Brighton areas | tim.fellows@secamb.nhs.uk | |
| Eastbourne, Wealden (Inc. Newhaven), Hastings, Rother | Nicole.barrow@secamb.nhs.uk | Yes |
| **Road User Groups** | | |
| Bus companies | Used link to ESCC website<br>https://www.eastsussex.gov.uk/roadsandtransport/public/buses/routes/ | Yes |
| Stagecoach (for east Sussex) | Dimitri Bridgland, Business Development Officer<br>dimitri.bridgland@stagecoachbus.com<br>Krystian Kaczala, Operations Manager | Yes<br><br>Yes |

| | | |
|---|---|---|
| | krystian.kaczala@stagecoachbus.com | |
| Stagecoach (for Eastbourne) | Sarah.Dyer@stagecoachbus.com Operations Manager | |
| Renown Coaches | christian.harmer@btinternet.com | |
| Compass Travel (Sussex) Ltd | office@compass-travel.co.uk | |
| Bexhill Community Bus | info@bexhillcommunitybus.co.uk | Yes |
| Bexhill Hackney Carriage Association | ddsmithy@freeuk.com | Yes |
| Road Haulage Association | L.white@rha.uk.net | Yes |
| Freight Transport Association | traffic@fta.co.uk (Attn: Lucy Humphries) | Yes |
| **Access and Cycle Groups** | | |
| Disability Groups | Scheme specific – As agreed with ESCC Client team through Comms Plan | |
| Hastings and Rother | Hastings and Rother Disability Forum enquiries@hrdf.org.uk<br>de_cham@hotmail.com | Yes<br>Yes |
| Wealden | Scheme specific – As agreed with ESCC Client team through Comms Plan | |
| Eastbourne and Lewes | Eastbourne Access Group (Chair Ian Westgate)<br>devan.briggs@lewes-eastbourne.gov.uk | |
| | Age UK – customerservices@ageukeastsussex.org.uk<br><br>Bexhill Caring Community – info@bexhillcaringcommunity.org<br><br>Hastings and Rother Voluntary Action for the Blind (HRVAB) - hrvab@freeuk.com<br><br>Hastings & Bexhill Mencap – hello@hastings-bexhill-mencap.org<br><br>East Sussex Vision Support – info@eastsussexvisionsupport.org | Yes, to all |
| District Access Group | | |
| Hastings Borough Council | Liaise with HBC | |
| Lewes District Council | Liaise with LDC | |
| Wealden District Council | Liaise with WDC | |
| Rother District Council | Debbie.Peters@rother.gov.uk | Yes |

| | | |
|---|---|---|
| Eastbourne Borough Council | Devan Briggs, Corporate Development Support Officer devan.briggs@lewes-eastbourne.gov.uk | |
| Cycling & Walking Groups | Scheme specific – As agreed with ESCC Client team through Comms Plan | |
| Hastings Area | Walking Groups<br><br>Hastings Ramblers: Mike Riley - mike.134@btinternet.com<br><br>Cycling Groups<br><br>Hastings Urban Bikes: Ian Sier iansier@yahoo.co.uk &<br>Tim Godwin - tim@mkmd.co.uk<br><br>Hastings The Greenway Group: info@hastingsgreenway.org<br><br>Hastings Sustainable Transport Forum: Ian Sier iansier@yahoo.co.uk | |
| Bexhill Area | Walking Groups<br><br>As agreed with ESCC Client team through Comms Plan<br><br>Rother Ramblers: Bev Marks - bevm@hollyblue.net<br><br>Cycling Groups<br><br>Bexhill Wheelers: johnking7twin@talktalk.net<br><br>1066 Cycle club: Sue Burton - sue@1066cycleclub.org.uk | <br><br>Yes<br><br><br>Yes<br><br>Yes |
| Rother Area | Walking Groups<br>Rother Ramblers: Bev Marks - bevm@hollyblue.net<br><br>Cycling Groups<br>1066 Cycle club: Sue Burton - sue@1066cycleclub.org.uk<br><br>Sussex Greenways Group - Nick Hanna nick@nickhanna.co.uk | <br>-<br><br><br>-<br><br>Yes |
| Eastbourne Area | Cycling<br><br>Bespoke: Paul Humphrey's - paul0humphreys@gmail.com<br><br>Walking<br><br>Afoot: ESCC Client team to confirm details | |
| Southern Wealden Area | Active Hailsham: Steve Wennington - steve.wennington@pro-eco.co.uk | |
| Lewes Area | Walking Groups<br>Living Streets Lewes: ESCC Client team to confirm details<br><br>Cycling Groups<br>Cycle Lewes: Sheila O'Sullivan - saosullivan1@icloud.com | |

| | | |
|---|---|---|
| Peacehaven/Newhaven/Seaford Area | Walking Groups<br>As agreed with ESCC Client team through Comms Plan<br><br>Cycling Groups<br>Cycle Seahaven: Guy Reynolds - Guy@cycleseahaven.org.uk | |
| **Statutory Undertakers** | | |
| Statutory undertakers | C2Stats@eastsussexhighways.com | |
| **Other** | | |
| Schools | Scheme specific – As agreed with ESCC Client team through Comms Plan | Yes<br><br>Yes |
| Local businesses/shops | Scheme specific – As agreed with ESCC Client team through Comms Plan | |
| Local Chamber of Commerce | info@bexhillchamber.co.uk | |
| Federation of Small Businesses | alexandra.douglas@fsb.org.uk | |
| Residents groups/associations | Scheme specific – As agreed with ESCC Client team through Comms Plan | |
| Residents | Scheme specific – As agreed with ESCC Client team through Comms Plan | |
| | Bexhill Heritage Group – info@bexhillheritage.org.uk<br><br>Discover Bexhill – bexhilltic@rother.gov.uk<br><br>Bexhill Environment Group (BEG) – bexhilleg@yahoo.com | Yes to all |