

Equality Impact Appraisal

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| Scheme Name: | SCH-142 |
| Scheme Number: | Traffic Calming Improvements, Alfriston |
| Scheme PM: | Andy Mileham |

Report Issue Number:

| Report Prepared By | Report Checked By | Report Approved By |
|-------------------------------|-------------------------------|--------------------|
| Andy Mileham | Andy Mileham | |
| 10 th October 2022 | 10 th October 2022 | |

Scheme Details:

The scheme involves the following design;

- Introduction of a 20mph village-wide speed limit, supported by the implementation of two physical measures i.e., road narrowing and village name signage (to introduce drivers to the village). The village gateway will help to create 'a sense of place' when drivers enter the village while the physical measures are designed such that drivers are required to slow down before entry.
- Refer to Appendix A detailing the proposed design.

In addition to the village gateways, two further design options have also been prepared.

- The first of these looks to discourage HGVs travelling through the village via the A27. This element of the scheme will look to incorporate a series of Advisory Lorry Route Signage along the A27. ESH have continued to engage with Highways England (HE) to ensure these package of smaller scale improvements can be delivered.
- Make the existing 7.5-ton limit sign on Alfriston Road more prominent to Heavy Goods Vehicles (HGV) drivers, the sign will be mounted onto a yellow background, making the sign more visible (especially amongst vegetation or against the skyline).

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Assessment of impact:

| Protected Characteristic | Positive Impact | Negative Impact | Opportunity |
|--------------------------|---|---|--|
| Age | <p>All age groups will benefit from the 20mph village-wide speed limit. The scheme may see greater benefits to older people who are less mobile or have hearing or visual impairments.</p> <p>One of main reasons for the proposed the 20mph village-wide speed limit is to provide a safer space to encourage active travel by increasing walking and cycling levels. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility, and tackling congestion, and reducing carbon emissions and improving the local environment.</p> <p>Buses operate more efficiently. The reduced length of queues within the village means that bus journey times decrease and become more reliable. Buses become a more attractive alternative to the car.</p> | <p>Traffic levels, noise and air pollution may worsen on neighbouring roads as private vehicles may redirect themselves from the village due to the reduction in speed limit.</p> <p>This may impact residents living on these roads; including younger and older people, whose health is more susceptible to pollutant exposure.</p> <p>While the 20mph speed limit is likely to create safer a healthier street for residents and local business this may however lengthen journey times for people who rely upon private car.</p> <p>Private cars are often relied upon by older people; longer journey times could make travelling more uncomfortable for them, particularly if they suffer from one or more underlying health condition.</p> | <p>Declutter superfluous street furniture/ signs to maximise footway widths and minimise obstructions.</p> |
| Disability | <p>The scheme may see greater benefits to those with restricted mobility and those with visual/hearing impairments. Less busy roads would benefit disabled people whose impairments necessitate extra time to cross the road, or whose mobility aids require travelling along the road. They would allow for</p> | <p>As mentioned above, the proposed reduction in speed limit may lengthen journey times for those with impairments who rely upon private cars or taxis. Increased journey times may lead to further discomfort and anxiety for some disabled people and have a detrimental impact on their mental and/or physical health.</p> | <p>See above</p> |

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| Protected Characteristic | Positive Impact | Negative Impact | Opportunity |
|---------------------------------------|--|------------------|------------------|
| | <p>use of the carriageway to avoid temporary blockages or hazardous pavements.</p> | | |
| <p>Pregnancy and maternity</p> | <p>As highlighted previously, one of main reasons for the proposed the 20mph village-wide speed limit is to provide a safer space to encourage active travel by increasing walking and cycling levels. A recent study in Bristol identified that <i>“Motor traffic volumes decrease since slower speeds encourage active, sustainable, and shared travel. Walking and cycling levels rose by up to 12% after Bristol’s 20mph limit”</i>.</p> <p>Reduced traffic volumes are generally likely to reduce conflicts between road users. This will create a safer environment for pregnant people and parents with infants/young children. It should also benefit pedestrians with prams who require additional time to navigate kerbs and other obstacles when crossing the road.</p> <p>Less busy roads also mean that those travelling with prams are able to use the carriageway to circumvent the narrow footways and temporary blockages on the pavement (e.g., if a bin has been inappropriately left on the pavement or a car has been parked illegally).</p> <p>Improvements in air quality are likely to disproportionately benefit pregnant people. New-born babies and infants, who are more vulnerable to pollution due to their developing</p> | <p>See above</p> | <p>See above</p> |

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| Protected Characteristic | Positive Impact | Negative Impact | Opportunity |
|---|---|-----------------|------------------------------|
| | <p>airways and rapid breathing, are also likely to disproportionately benefit.</p> <p>Expectant and recent mothers may be more likely to make frequent visits to medical facilities.</p> <p>Where these journeys are walked or cycled, they are likely to be subject to less pollution with reduced traffic volumes. Exposure to poor air quality while at home should reduce immediately for those within the area covered by the Traffic Filters. For those on boundary roads, assuming mode shift away from private car trips is achieved, air quality will improve over time.</p> | | |
| Ethnicity | It is not considered that this protective characteristic group will experience disproportionate negative or positive impacts by the scheme. | | No opportunities identified. |
| Gender/Trans gender | It is not considered that this protective characteristic group will experience disproportionate negative or positive impacts by the scheme. | | No opportunities identified. |
| Marital Status/Civil Partnership | It is not considered that this protective characteristic group will experience disproportionate negative or positive impacts by the scheme. | | No opportunities identified. |
| Religion, Belief | It is not considered that this protective characteristic group will experience disproportionate negative or positive impacts by the scheme. | | No opportunities identified. |
| Sexual Orientation | It is not considered that this protective characteristic group will experience disproportionate negative or positive impacts by the scheme. | | No opportunities identified. |

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| Protected Characteristic | Positive Impact | Negative Impact | Opportunity |
|--------------------------|--|-----------------|----------------|
| Other | No other protected characteristic groups identified. | | Not applicable |

Recommendation:

We recommend that a full EQIA **Should Not** be undertaken for this scheme.

This scheme looks to improve conditions for all users, particularly those older age groups. By introducing a 20mph village-wide speed limit is to provide a safer space to encourage active travel by effectively reducing collisions and injuries, traffic speed and volume within Alfriston. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility, and tackling congestion, and reducing carbon emissions and improving the local environment. The scheme may see greater benefits to those with restricted mobility and those with visual/hearing impairments. Less busy roads would benefit disabled people whose impairments necessitate extra time to cross the road, or whose mobility aids require travelling along the road. They would allow for use of the carriageway to avoid temporary blockages or hazardous pavements.

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| Project Manager Name: | Andy Mileham |
| Signature: | Andy Mileham |
| Date: | 10/10/22 |

This Report should now be submitted to ESCC for Review and agreed action.

Amendment Record

| Version | Amendment Date | Amendment Raise By | Brief Description of Amendment |
|---------|----------------|--------------------|--------------------------------|
| V1 | First Version | | |
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SD6.F.XX
FEB 2020
V1

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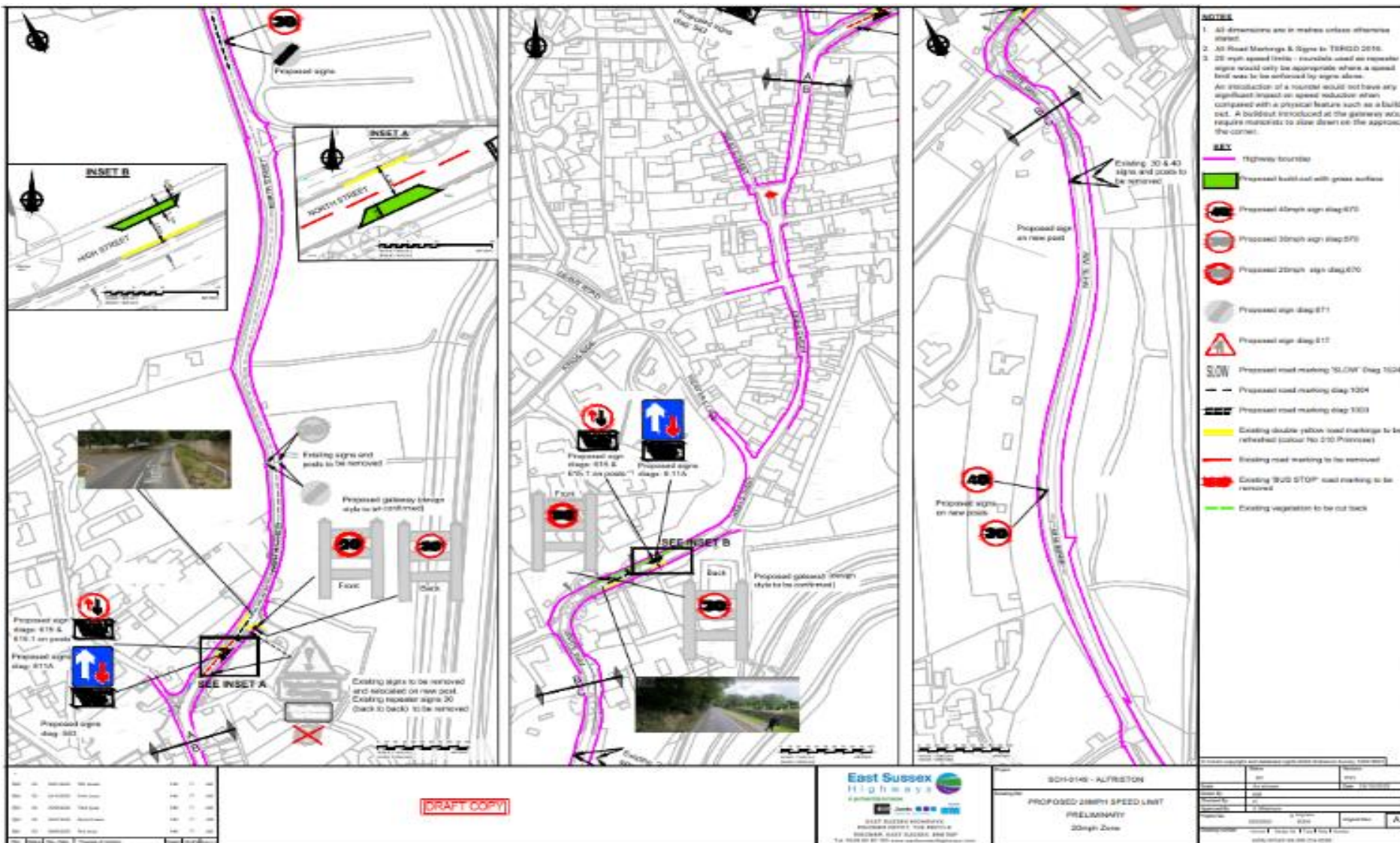


FORM OWNER

DESIGN MANAGER

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Appendix A – General Arrangement



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