

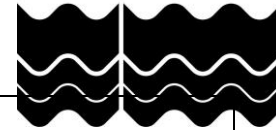
Equality Impact Analysis Template

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.

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

Title of Project/Service/Policy	Eastbourne Town Centre Movement & Access Package – Phase 2B	Directorate	Communities, Economy & Transport
Team/Department	Strategic Economic Infrastructure Team		
Provide a comprehensive description of your Project (Service/Policy, etc.) including its Purpose and Scope	<p>This project forms part of the Eastbourne Town Centre Improvement and Access package. The scheme focuses on:</p> <ul style="list-style-type: none"> • Pedestrianisation of Terminus Road – enhancing the existing pedestrianised section between Langney and Seaside Roads and pedestrianise between Seaside Road and Grand Parade. • Memorial Roundabout – improving the crossing points with a key focus on pedestrian accessibility and priority. • Relocation of the Ring Road to the Avenue and Cavendish Place. <p>The main focus is on Terminus Road, which involves upgrading the existing pedestrianised area to provide a continuation of design features and enhancements as in Phase 1 and 2a of the Eastbourne Town Centre Improvement and Access package, and extending the pedestrianisation of Terminus Road down to Grand Parade, completing the 'pedestrian spine route'/pedestrian corridor from Eastbourne Train Station through the central retail area to the seafront.</p>		



Improvement to the Memorial Roundabout will focus on pedestrian priority and accessibility by providing safer crossing facilities on all arms of the roundabout, slowing down traffic on approach to and from the town centre, whilst enhancing pedestrian priority and movements to and from the newly pedestrianised Terminus Road, retail, seafront and residential areas.

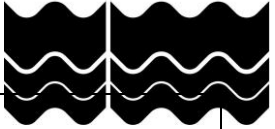
The relocation of the Ring Road will create a more attractive East - West route for vehicles around the town centre and is an essential part of reducing traffic through the town centre, creating a greater sense of arrival for vehicular traffic into the town.

The objectives of the scheme are to:

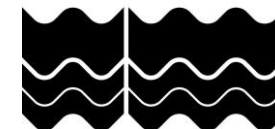
- Deliver improvements which support and complement changes made in Phase 1 and 2a Eastbourne Town Centre Improvement Scheme;
- Improve pedestrian safety and accessibility by reallocating road space in the section of Terminus Road between Langney Road (continuation of phase 2a) and Grand Parade;
- The use of Terminus Road to create a 'spine route' through the primary retail area of Eastbourne Town Centre to the seafront;
- Support local development and businesses along Terminus Road, unlocking and enhancing the economic, cultural and dwelling development;
- Coordinate the design of street furniture, street lighting and signage which will be finished to a high standard in the town centre;
- Providing Improved and more user friendly crossing facilities across the whole scheme;
- Increase accessibility and improve pedestrian priority along Terminus Road and on Memorial Roundabout: and,
- Improve the public realm within Eastbourne Town Centre.

The development of the scheme aims to support and increase access to the town centre for all service users, by balancing the needs of residents and visitors, local businesses, disabled users, cyclists and to the highways design standards such transport and public realm schemes are required to meet.

Initial consultations on the proposals have been undertaken, and feedback from the consultation from Phase 2a have also been considered.



	<p>The detailed design phase is focusing on the works associated with Terminus Road, however the public consultation in October/November 2022 will include the Memorial Roundabout and Ring Road works noted above.</p>
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Initial assessment of whether your project requires an EqIA

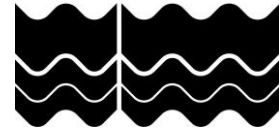
When answering these questions, please keep in mind all legally protected equality characteristics (sex/gender, gender reassignment, religion or belief, age, disability, ethnicity/race, sexual orientation, marriage/civil partnership, pregnancy and maternity) of the people actually or potentially receiving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

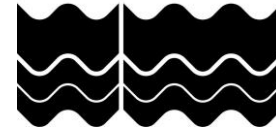
If you have answered "YES" or "DON'T KNOW" to any of the questions above, then the completion of an EqIA is necessary.



The need for an EqIA 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	X	High risk	
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1. Update on previous EqlAs and outcomes of previous actions (if applicable)

<p>What actions did you plan last time? (List them from the previous EqlA)</p>	<p>What improved as a result? What outcomes have these actions achieved?</p>	<p>What <u>further</u> actions do you need to take? (add these to the Action Plan below)</p>
<p>Preliminary design key stakeholder workshops (July 2021) and feedback sessions (March 2022).</p>	<p>Improved relationships with key stakeholders and stakeholder feedback on the schemes informing the development of the preliminary designs to ensure they meet the needs of all users.</p> <p>In addition, stakeholder feedback led to the commissioning of additional studies as part of the preliminary design stage including the below mentioned Parking survey study and update to the Ring Road Modelling; both of which enhanced and informed the development of preliminary designs further.</p>	<p>None. Ongoing stakeholder engagement meetings to review the detailed design noted below.</p>
<p>Site visit walk around (Sept 2021) of Terminus Road with representatives of key stakeholder groups (disability, heritage, business and transport) to present update on preliminary designs, receive further feedback and discuss detailed design aspirations.</p>	<p>A greater understanding of the proposal by with key stakeholders.</p>	<p>Additional engagement meetings are planned with the key stakeholders, in addition to the wider public consultation in October/November 2022.</p>
<p>Parking survey study commissioned to identify locations for disabled parking bays and pick up and drop off points along Terminus Road scheme.</p>	<p>Potential locations for parking and drop off points were identified in the preliminary design drawings to improve how accessible the scheme designs are for all users</p>	<p>Exact locations and numbers of parking spaces will be finalised as part of the detailed design.</p>

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	What do you know? Summary of data about your service-users and/or staff	What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts identified from data and feedback (actual and potential)	What can you do? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations																																								
Age	<p>The dataset shows the resident population by broad age groups in June 2020.</p> <table border="1" data-bbox="424 667 1092 892"> <thead> <tr> <th>Age group</th> <th>All ages</th> <th>Number aged 0-15</th> <th>Percent age 0-15</th> <th>Number of working age (aged 16-64)</th> <th>Percent of working age</th> <th>Number aged 65+</th> <th>Percent aged 65+</th> </tr> </thead> <tbody> <tr> <td>England</td> <td>56,550,138</td> <td>10,852,240</td> <td>19.2</td> <td>35,233,879</td> <td>62.3</td> <td>10,464,019</td> <td>18.5</td> </tr> <tr> <td>South East</td> <td>9,217,265</td> <td>1,774,415</td> <td>19.3</td> <td>5,630,846</td> <td>61.1</td> <td>1,812,004</td> <td>19.7</td> </tr> <tr> <td>East Sussex</td> <td>558,852</td> <td>94,663</td> <td>16.9</td> <td>318,101</td> <td>56.9</td> <td>146,088</td> <td>26.1</td> </tr> <tr> <td>Eastbourne</td> <td>103,324</td> <td>17,766</td> <td>17.2</td> <td>59,396</td> <td>57.5</td> <td>26,162</td> <td>25.3</td> </tr> </tbody> </table> <p>Source: Mid-2020 Population Estimates (MYE), Office for National Statistics. ESiF (eastsussexinfo.org.uk)</p> <p>From the above, Eastbourne has a higher proportion of older people (65+) and a lower proportion of younger people (0-15). When compared to the East Sussex average, the proportions are generally similar, although it is marginally higher for younger people and less for older people. There is no information available on visitors.</p> <p>Eastbourne town centre is described in Eastbourne Borough Council's (EBC's) Local Plan as having a younger age profile than other neighbourhoods. However, the role of Terminus Road as a hub for transport into the town centre means that the area is visited by a wide range of people, including people commuting to work, shoppers, tourists and people visiting for entertainment purposes.</p> <p>Young (16-29) and older people (65+) are potentially more sensitive to the changes proposed for Terminus Road, Bolton Road and Langney Road because of the impact on taxi services, safety and footways.</p> <p>Younger (0-15) and working age group (16-64) who are likely to cycle are affected by the</p>	Age group	All ages	Number aged 0-15	Percent age 0-15	Number of working age (aged 16-64)	Percent of working age	Number aged 65+	Percent aged 65+	England	56,550,138	10,852,240	19.2	35,233,879	62.3	10,464,019	18.5	South East	9,217,265	1,774,415	19.3	5,630,846	61.1	1,812,004	19.7	East Sussex	558,852	94,663	16.9	318,101	56.9	146,088	26.1	Eastbourne	103,324	17,766	17.2	59,396	57.5	26,162	25.3	<p>ESCC has begun engagement at the formative stages of scheme development, from business case stage, to preliminary design.</p> <ul style="list-style-type: none"> ▪ Stakeholder feedback arising from the engagement workshops in July 2021 and a site visit in September 2021 was generally positive towards the proposals. The majority of respondents felt that the plans would achieve the scheme objectives and were positive about how they would improve the town centre. The most common concerns related to the provision for cyclists, disabled access parking, accessibility and inclusivity of the public realm and pedestrian facilities and how the Ring Road relocation would work in practice. ▪ Feedback from key stakeholder focus groups indicates that pedestrianisation will improve the town centre for people, cyclists and businesses. However, concerns have been raised by disability groups, about the impact of reducing the number of accessible parking bays and taxi drop-off points close to the town centre. ▪ The proposal to not permit cycling throughout the extent of the scheme has been raised as a key concern by local cycle groups. Disability groups have expressed concerns at the potential for cycling in 	<ul style="list-style-type: none"> ▪ Pedestrianisation will generally be beneficial to all age groups, enhance well-being and provide support for businesses in the local area. ▪ Not permitting cycling through the extent of the Phase 2 scheme has the potential to act as a barrier for those who prefer to cycle within the town centre. ▪ Improving seating within Eastbourne town centre will have a positive impact for all people of all age groups particularly older people with limited mobility or health conditions. ▪ Enhanced street lighting will potentially reduce safety concerns for people who wish to visit the town centre in the evening. ▪ By creating more pedestrian and public realm space through the pedestrianisation of Terminus Road there will be opportunities at more detailed design stages to enhance space for young people. 	<p>As standard practice, the scheme design will be audited by our Road Safety Team to ensure that all reasonable measures to maximise safety are taken.</p> <ul style="list-style-type: none"> ▪ The pedestrianised area will be enforced by removable bollards at the entrance points on Bolton Road (Phase 2a) Lismore Road, Seaside Road and Burlington Road during the day (10am to 6pm). This will ensure that no vehicles other than emergency vehicles requiring access are permitted. ▪ The no cycling within the scheme extent will be enforced by a legal traffic regulation order with appropriate signage. However, cycle parking will be provided at key locations of the scheme so that cyclists of all ages do not feel excluded. The considered placement of cycle parking should provide a safe and secure location that will encourage cyclists to dismount and park their cycles. However, compliance cannot be guaranteed so measures will be taken to make restrictions clear through the legal traffic regulation order. ▪ Alternative cycle routes from Eastbourne station to the sea front and residential areas in the town have been developed and signed off by Lead Member; and are due to be implemented from 2023 onwards.
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	<p>proposals due to the pedestrianisation of the area and preventing cycling through Terminus Road.</p> <p>Fear of crime can deter people from going out and detract from their enjoyment of the town centre. Older people (65+) in particular are potentially sensitive to changes that make the area more prone to anti-social behaviour, whether the effect on crime is real or perceived. Young people (16-29) and working age group (16-64) can also be discouraged to travel at night.</p>	<p>pedestrianised areas, especially for people with sensory impairment and/or limited mobility, and the potential conflicts this generates.</p> <ul style="list-style-type: none"> ▪ Feedback from youth focused organisations in Eastbourne was that the pedestrianisation will improve the town centre for young people and highlighted that young people are part of the community and their needs should be considered when creating new public spaces. ▪ Eastbourne LGBT Youth Group were contacted to provide feedback on the designs and be involve in the detail design development of Terminus Road Phase 2b. No feedback response received so far. 		<ul style="list-style-type: none"> ▪ The provision of enhanced street lighting for safety and public realm will make the town centre more attractive. ▪ At next stages of design development work in partnership with youth stakeholders to ensure new public realm caters for their needs. 																																				
<p>Disability</p>	<p>This dataset shows the percentage of people that have a limiting long-term illness or disability from 2011 Census:</p> <table border="1" data-bbox="421 1276 1092 1528"> <thead> <tr> <th>Type</th> <th>All people</th> <th>Percentage of people with a long-term health problem or disability</th> <th>Percentage whose day-to-day activities are limited a little</th> <th>Percentage whose day-to-day activities are limited a lot</th> <th>Percentage without a long-term health problem or disability</th> </tr> </thead> <tbody> <tr> <td>Geography</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>England and Wales</td> <td>56,075,912</td> <td>17.9</td> <td>9.4</td> <td>8.5</td> <td>82.1</td> </tr> <tr> <td>South East</td> <td>8,634,750</td> <td>15.7</td> <td>8.8</td> <td>6.9</td> <td>84.3</td> </tr> <tr> <td>East Sussex</td> <td>526,671</td> <td>20.3</td> <td>11.2</td> <td>9.2</td> <td>79.7</td> </tr> <tr> <td>Eastbourne</td> <td>99,412</td> <td>21.0</td> <td>11.3</td> <td>9.7</td> <td>79.0</td> </tr> </tbody> </table> <p>Source: 2011 Census, Office for National Statistics</p> <p>In 2011 Eastbourne had a slightly higher proportion of the population with a limiting illness than East Sussex or England & Wales as a whole. The number of those whose day-to-day activities are limited a little are significantly higher the England & Wales average.</p> <p>The following dataset shows the projected number of people with limited long-term illness (LLTI),</p>	Type	All people	Percentage of people with a long-term health problem or disability	Percentage whose day-to-day activities are limited a little	Percentage whose day-to-day activities are limited a lot	Percentage without a long-term health problem or disability	Geography						England and Wales	56,075,912	17.9	9.4	8.5	82.1	South East	8,634,750	15.7	8.8	6.9	84.3	East Sussex	526,671	20.3	11.2	9.2	79.7	Eastbourne	99,412	21.0	11.3	9.7	79.0	<p>Local disability groups were involved in the Stakeholder Engagement Workshops in July 2021, March 2022 and the site visit in September 2021</p> <p>Ring Road Relocation: Concerns over existing parking scheme at Ashford Road shared space design. Current parking at the Beacon car park cannot accommodate WAV vehicles, and bay near the entrance would be beneficial.</p> <p>Terminus Road: Generally positive regarding the proposals.</p> <ul style="list-style-type: none"> ▪ With the removal of parking spaces, how will access to Victoria Place be maintained? Alternative parking locations need to consider visually impaired people (route planning) and traffic use on alternative roads. Though pedestrianisation to improve safety is positive, there are 	<p>Feedback from local disability groups and an independent access auditor for Phase 2a has identified the following potential impacts resulting from the design proposals which have been assessed and considered by ESCC officers and the Phase 2a design team:</p> <ul style="list-style-type: none"> ▪ The contrasting bands that run horizontally across the pedestrian routes along Terminus Road could have an impact for blind and partially sighted people and those with cognitive impairments. ▪ Not reducing visual clutter and/or ensuring there is consistency in where street furniture is placed potentially impacts blind and partially 	<p>The materials palette chosen for Phase 2a will be used in Phase 2b, so all comments regarding colours and contrast raised during the Phase 2a consultations will be taken on board.</p> <p>By addressing the features deemed to be of particular priority by local disability groups and recommendations made by the access auditor, where possible and reasonable to do so. During this detailed design stage, decisions made for Phase 2a are being incorporated which should lead to greater accessibility without impacting on the character of the scheme.</p> <ul style="list-style-type: none"> ▪ The design has been amended to ensure that the street furniture contrasts sufficiently with the paving materials.
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	<p>calculated by multiplying age and sex specific rates of LLTI by the latest dwelling-led population projections calculated by East Sussex County Council using the POPGROUP model in April 2021:</p> <table border="1" data-bbox="430 625 1032 758"> <thead> <tr> <th>Year</th> <th>2019</th> <th>2022</th> <th>2025</th> <th>2028</th> <th>2031</th> <th>2034</th> </tr> </thead> <tbody> <tr> <td>Geography</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>East Sussex</td> <td>117,407</td> <td>122,072</td> <td>128,051</td> <td>134,658</td> <td>140,514</td> <td>146,482</td> </tr> <tr> <td>Eastbourne</td> <td>22,779</td> <td>23,501</td> <td>24,374</td> <td>25,178</td> <td>26,015</td> <td>26,839</td> </tr> </tbody> </table> <p>Source: East Sussex County Council, Research and Information Team, April 2021</p> <p>The data shows that from 2019 to 2034 the projected number of people in Eastbourne with limited long term illness will increase by 4,060.</p> <p>The projected number of people with disabilities, in 2034 is 22,289, an increase of 3,710 since 2019. Source: East Sussex County Council, Research and Information Team, April 2021 ESiF (eastsussexinfo.org.uk)</p> <p>Eastbourne is projected to have a marginally higher proportion of the population with a limiting long-term illness or disability than East Sussex or England and Wales as a whole. The projected number of people with disabilities is expected to increase. There is no information available on visitors.</p>	Year	2019	2022	2025	2028	2031	2034	Geography							East Sussex	117,407	122,072	128,051	134,658	140,514	146,482	Eastbourne	22,779	23,501	24,374	25,178	26,015	26,839	<p>concerns disabled people are being pushed away from the town centre.</p> <ul style="list-style-type: none"> ▪ No. 99 bus route will need to be re-routed. ▪ Concerns over E-scooters and cycling along the pedestrianised sections. ▪ What will the crossing to Grand Parade be like, will traffic calming be introduced? Will pedestrians be given priority at the Seaside Road crossing? <p>Memorial Roundabout</p> <ul style="list-style-type: none"> ▪ Pedestrian crossings controlled by traffic lights are better for visually impaired people than zebra crossings. ▪ Pedestrian entry and exit points should be the same and to a consistent standard, with full dropped kerbs flush with the road. ▪ Dropped kerbs need appropriate tactile paving. ▪ A zebra crossing on South Road would increase risk to blind/visually impaired people given the habit of drivers to accelerate aggressively away from the roundabout here. A 20mph speed limit surrounding this roundabout would improve safety. <p>ESCC officers have attended meetings with members of local disability groups, including attendance at site visits during consultations for Phase 2a. The following summarises points raised by local disability groups, as well as points raised by an independent access auditor commissioned by ESCC, as priorities to be addressed and will apply to Phase 2b:</p>	<p>sighted people and those with cognitive impairments.</p> <ul style="list-style-type: none"> ▪ Not providing a range of seating designs which include different seat heights, with and without back and arm rests would have an impact on the scheme's accessibility. ▪ It is anticipated that with the projected increase in people in Eastbourne living with limited long-term illness and with disabilities by 2034, the demand for accessible parking spaces in the town centre may increase (factoring in too, the national expansion of blue badge parking eligibility criteria to include hidden disabilities), so reducing the number and availability of accessible parking spaces will impact those who rely on being able to park close to the town centre to access local amenities. 	<ul style="list-style-type: none"> ▪ The chosen material for the feature breaker band has been chosen to have a low contrast to the materials it passes through in accordance with the accessibility audit requirements. The feature banding breaks down the linearity of the street and promotes more driver caution to create a pedestrian orientated environment. The bands break up the otherwise straight aesthetic view often associated with a road. This is in line with general design approaches of changing the character of roads to "streets" in public realm schemes. ▪ The use of concrete blocks in the vehicular area of the scheme will address the potential for damage caused by heavy goods vehicle use during deliveries. The two grey tones that were selected for the concrete blocks are very close to the colour tones used in Phase 1 and 2a, and similar to the light grey in the selected footway area granite paving palette. The greys were selected considering oil spills and tyre tracks because lighter colours may stain more easily. Although it would be best to encourage 'wandering', it will be good to have a slight visual difference for vulnerable users as the area can be used by vehicles from 6pm to 10am. ▪ The use of tactile paving between the pedestrian (granite) and vehicular (concrete) areas has been discounted by the design team owing to an increased potential for sending conflicting messages to pedestrians that they are not allowed to enter the vehicular space. Delivery vehicles will
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		<ul style="list-style-type: none"> ▪ Need for materials to tonally contrast against the background they are seen against – e.g. experience of navigating the proposed feature banding along Terminus Road has the potential to create an illusion of steps/trenches for those with visual impairments and hidden disabilities and will not meet with Light Reflect Value standards ▪ BS8300 Design of an accessible and inclusive built environment. Buildings - code of practice 2018 to be applied. ▪ Consideration for making the carriageway the same colour as the footway. This reduces the number of colours used. It also has the benefit of encouraging pedestrians to wander freely slowing down any vehicles that are in the road. ▪ Taxi drop off points near to the town centre need to be retained for those who do not have access to a vehicle or cannot use public transport ▪ Need for a range of accessible seating designs ▪ Cycling is prohibited throughout the scheme area and this is enforced through appropriate signing 		<p>only be allowed during designated hours (6pm – 10am) and their speed is expected to be low due to the confined space. Appropriate signing will be in place as per the traffic regulation order. Tactile paving will be provided at the crossing points along Terminus Road at Lismore and Seaside Road.</p> <ul style="list-style-type: none"> ▪ The existing parking facilities along Burlington Road and Trinity Place are planned to remain and additional parking provisions, including blue badge holder parking locations along Lismore Road, Pevensey Road, Seaside Road and Grand Parade, and potential taxi pick up and drop off locations along the Phase 2b section of Terminus Road (from Langley Road to Grand Parade) as close as possible to entry and exit points will be provided as part of this detailed design phase. ▪ Whilst the overall impact on parking provision of the phase 2b schemes will be reviewed in relation to the wider Eastbourne Town Centre parking provision as part of the detailed design process. ▪ The location of street furniture has been optimised – such as cycle stands moved to near entry points into the scheme area, well distributed seating that will be at suitable varying heights and closer to accessible parking bays. Planters will be 75cm above ground and easily detectable to avoid acting as an obstacle for people with visual impairments.

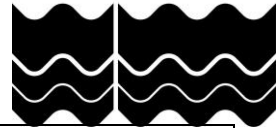
Protected characteristics groups under the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff	What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts identified from data and feedback (actual and potential)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations
				<ul style="list-style-type: none"> ▪ The detailed designs will include the provision of clutter free sections of the street along Terminus Road to ensure accessible and clear routes for those that are partially sighted; and will also highlight the need to reinforce these clutter free areas through permitting with local businesses. ▪ Accessibility stakeholders and groups will continue to be engaged and consulted with throughout this and future design stages of the development of the project to ensure their involvement in designing of the scheme. ▪ Brochures to explain the operation of the new town centre are being prepared ahead of the public consultation in October/November 2022 and ongoing engagement with stakeholder groups to continue once construction commences. <p>Research and engagement with local stakeholders highlight the importance of ensuring that public realm schemes such as Phase 2b are inclusive, i.e. considers the needs of those with both physical and hidden disabilities.</p> <ul style="list-style-type: none"> ▪ An independent Access Assessment of the Phase 2b Preliminary designs for Terminus Road and Memorial Roundabout was commissioned by East Sussex County Council in December 2021. The recommendations from the study have been reviewed by East Sussex and the design team. The recommendations and additional

Protected characteristics groups under the Equality Act 2010	What do you know? Summary of data about your service-users and/or staff	What do people tell you? Summary of service-user and/or staff feedback	What does this mean? Impacts identified from data and feedback (actual and potential)	What can you do? All potential actions to: <ul style="list-style-type: none"> • advance equality of opportunity, • eliminate discrimination, and • foster good relations 																																															
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Gender reassignment	<p>Data is not currently available on the number of people in the county or Eastbourne 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. Nationally it is estimated that 1% of the population is trans.</p> <p>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.</p>	No feedback received.	It is not considered that people sharing this protected characteristic will experience disproportionate, negative, neutral or positive impact by the scheme.	It is not considered that trans people with this protected characteristic will experience disproportionate, negative, neutral or positive impact by the scheme. The intention of the scheme is to make the town centre feel safer and more accessible for everyone. Street lighting throughout the scheme will be upgraded. CCTV is also present throughout the town centre and will be retained as part of the Phase 2b developments. Additionally, the project is being designed to encourage members of the public to an area, assisting in the creation of a pleasant public realm and civic spaces and discouraging anti-social behaviour.																																															
Pregnancy and maternity	<p>The data below shows the number of live births by age of mother in 2019. There is no information available on Eastbourne visitors.</p> <table border="1" data-bbox="424 1640 1071 1902"> <thead> <tr> <th rowspan="2">Measure</th> <th colspan="7">Number of live births</th> </tr> <tr> <th>All live births</th> <th>Under 20</th> <th>20-24</th> <th>25-29</th> <th>30-34</th> <th>35-39</th> <th>40 and over</th> </tr> </thead> <tbody> <tr> <td>England</td> <td>610,505</td> <td>16,587</td> <td>81,557</td> <td>165,129</td> <td>200,806</td> <td>117,812</td> <td>28,597</td> </tr> <tr> <td>South East</td> <td>93,664</td> <td>2,145</td> <td>10,814</td> <td>23,932</td> <td>32,374</td> <td>19,675</td> <td>4,723</td> </tr> <tr> <td>East Sussex</td> <td>4,677</td> <td>127</td> <td>668</td> <td>1,355</td> <td>1,461</td> <td>839</td> <td>227</td> </tr> <tr> <td>Eastbourne</td> <td>915</td> <td>28</td> <td>160</td> <td>247</td> <td>275</td> <td>170</td> <td>35</td> </tr> </tbody> </table>	Measure	Number of live births							All live births	Under 20	20-24	25-29	30-34	35-39	40 and over	England	610,505	16,587	81,557	165,129	200,806	117,812	28,597	South East	93,664	2,145	10,814	23,932	32,374	19,675	4,723	East Sussex	4,677	127	668	1,355	1,461	839	227	Eastbourne	915	28	160	247	275	170	35	No feedback received.	It is expected that pedestrianisation of the Town Centre will make it safer, attractive, and accessible for people sharing this protected characteristic.	<p>It is expected that pedestrianisation of the Town Centre will make it safer, attractive, and accessible for people sharing this protected characteristic.</p> <p>The intention of the scheme is to make the town centre feel safer and more accessible for everyone.</p> <p>This also includes providing regular seating of different types along the extent of the schemes to ensure safe and accessible use</p>
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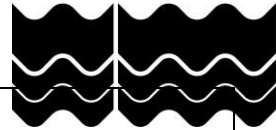
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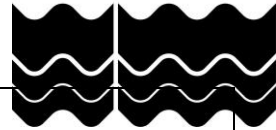
Additional categories (identified locally as potentially causing / worsening inequality)				
Characteristic	What do you know?	What do people tell you?	What does this mean?	What can you do?
Rurality	No data available.	No feedback received.	Not relevant to this proposal.	Not relevant to this proposal.
Carers	No data available.	No feedback received.	Issues relating to carers are addressed in the section above on disability. Parking, access and safety issues and actions for disabled people and carers are identified above	See section on disability above for actions.
Other groups that may be differently affected (including but not only: homeless people, substance users, care leavers etc)	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
Assessment of overall impacts and any further recommendations - include assessment of cumulative impacts (where a change in one service/policy/project may have an impact on another)				



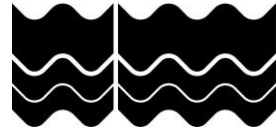
On balance, the benefits of the scheme far outweigh any negative impacts. The ongoing engagement with the stakeholder groups representing the experiences of disabled people and the significant dialogue and changes to the detailed design demonstrate the positive action measures that ESCC has undertaken for those with protected characteristics who suffer detrimental or substantial disadvantage.

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

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)
Phase 2a Preliminary Design – initial optioneering and design development	January, February, May 2018. November 2018, March and October 2019	Feedback and comments incorporated within the design where practicable and fits within the scheme objectives and business case	All feedback, comments and designs from Phase 2a, and the feedback on the Phase 2b preliminary design, are being used to inform the process and detailed design development for Phase 2b
Public consultation	November / December 2019		
Detailed Design Lessons Learnt Virtual Meeting with ESCC	July 2020		
1st Detailed Design Virtual Stakeholder Meeting	September 2020		
2nd Detailed Design Virtual Stakeholder Meeting	October 2020		

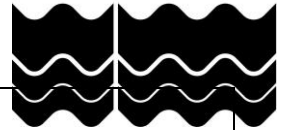


Accessibility Audit	December 2020		
3rd Detailed Design Virtual Stakeholder Meeting	February 2021		
Site Meeting	June 2021		
Phase 2b - Stakeholder Engagement workshops – review feasibility drawings and ongoing design development.	July 2021	Detailed Design	Continued engagement and consultations with all user groups
Phase 2b - Stakeholder Engagement site visit	September 2021		
Phase 2b – Key stakeholder update sessions on Final Preliminary Designs and reports following preliminary design development.	March 2022		



4. Prioritised Action Plan

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
<p>NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.</p>				
<p>To ensure key stakeholders are briefed on the public consultation.</p> <p>All users</p>	<p>Pre-consultation briefings planned</p>	<p>Feedback from stakeholders received and incorporated into the detailed design of Terminus Road</p>	<p>No significant issues.</p>	<p>28th – 30th September 2022</p>
<p>All users</p>	<p>Public consultation on the preliminary design of Terminus Road, Memorial Roundabout and the Ring Road relocation</p> <p>Attending Eastbourne Disability Involvement Group meeting October 22</p> <p>Engagement with the University of Third Age in Eastbourne through public consultation</p>	<p>Feedback from stakeholders/members of the public received and incorporated into the detailed design of Terminus Road</p>	<p>No significant issues & obtaining a sufficient number of responses to the public consultation from the public</p>	<p>10th October – 20th November 2022</p>
<p>Key stakeholders</p>	<p>Stakeholder workshops and engagement</p>	<p>Feedback results from the public consultation to key stakeholders &</p>	<p>No significant issues and stakeholder input into</p>	<p>Dec 2022 – May 2023</p>



		conduct engagement (online workshops, meetings and site visits as required) with key stakeholders to inform the development of detailed design	development of the detailed design.	
Revising existing Traffic Regulation Orders along Terminus Road All users	TRO consultation	Feedback from stakeholders/members of the public received and incorporated into TROs	No significant issues.	January 2023
(Add more rows as needed)				