

## **Appendix 4 - Equalities Considerations**

1. In considering how to proceed with the Exceat Bridge project, Cabinet must have due regard to the Public Sector Equality Duty set out in s.149 of the Equality Act 2010. In particular Cabinet should have regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

2. As part of implementation of the Bus Service Improvement Plan (BSIP), Equality Impact Assessments (EqIAs) have or will be produced for the various schemes to be delivered through the BSIP. In particular, EqIAs for the Newhaven Town Area -The Drove and Denton Roundabout (the Newhaven bus priority scheme) and A259 Peacehaven Corridor (the Peacehaven bus priority scheme) have been completed. The full EqIAs are set out below. Cabinet members must read the EqIAs and have regard to the impacts set out in the EqIA and below when making a decision on the recommendations set out in the report.

3. The EqIA for the Newhaven bus priority scheme considers both the positive and negative impacts on the scheme for those sharing legally protected characteristics. In particular, the EqIA tells us that the proposed BSIP scheme for Newhaven is expected to have a positive impact on all protected groups listed within the document.

4. Impacts identified from the EqIA are as follows:

- The scheme would provide improvements to bus stops, including the provision of bus shelters and real time passenger information. This allows people to rest while waiting for the bus, which benefits those in younger and older age groups, those with some disabilities, and women who are pregnant.
- The provision of real time passenger information allows passengers to see how long they must wait for the next bus, which could reduce the risk of hate crimes to some minority groups.
- The scheme would also improve bus journey time reliability through the provision of bus lanes, which helps to reduce the amount of time people are waiting for a bus as well as the amount of time they spend on the bus. This again can help to reduce the risk of hate crime to people sharing some characteristics.
- During the construction stage, some could be impacted by diversion routes and relocated bus stops, particularly if it results in their journey being longer. This would impact those with mobility issues as well as visual impairments.

5. As set out in the main report, in the event that the funds are diverted from the Newhaven bus priority scheme, this will result in a short delay to the implementation of the scheme, and may require some descoping to the scheme. Consequently, a delay to the implementation of the scheme would also mean an equivalent delay to delivery of the improvements and benefits the scheme is anticipated to deliver, as detailed in the EqIA. By delaying the Newhaven bus priority scheme, there would be a temporary delay to the benefits being realised and the status quo would remain in the interim for all protected groups listed within the EqIA.

The Newhaven bus priority scheme proposes to improve accessibility and public transport infrastructure within the area, rather than solving any specific issues faced by those sharing particular protected characteristics, of which none have been identified. As such, those from protected groups would be at no additional or disproportionate disadvantage, as compared to the general population, as a result of a short-term delay to the delivery of the improvements.

6. The EqIA for the Peacehaven bus priority scheme also considers both the positive and negative impacts of that scheme for those sharing protected characteristics. In particular, the EqIA tells us that the proposed BSIP scheme for Peacehaven is expected to have a positive impact on all protected groups listed within the document.

7. Impacts identified from the EqIA are as follows:

- The scheme would provide improvements to bus stops, including bus shelters, upgraded assets and widened hard standing areas. This allows people to rest while waiting for the bus, which benefits those in younger and older age groups, those with some disabilities, and women who are pregnant.
- The widened footways/hard standing areas by the bus stops would provide more room for waiting bus passengers, which particularly benefits those in wheelchairs, or with mobility aids or pushchairs.
- The scheme would also improve bus journey time reliability through the provision of a new eastbound bus lane, which would reduce the amount of time people are waiting for a bus as well as the amount of time they spend on the bus. This can help to reduce the risk of hate crime to some minority groups
- The BSIP Peacehaven improvements propose the removal of parking bays by the parade of shops to the west of Broomfield Avenue. This may negatively impact some groups such as those with a disability, elderly or younger individuals, women who are pregnant or on maternity, and carers. In removing these parking bays, people would be required to park further away from the shops, increasing their travel distance.
- The BSIP Peacehaven improvements propose a number of improvements to side road crossings along the A259, including the addition of a pedestrian refuge island and tactile paving. This would provide benefits to all people, but particularly those with mobility issues and visual impairments.
- The proposals also include some minor widening to the footway on the northern side and shared use path on the southern side of the A259. Although not substantial, it would provide benefits to users, particularly those who are in wheelchairs or use mobility aids, as well as those with pushchairs, by giving all users of the shared-use path more room to safely pass by.
- During the construction stage, some could be impacted by diversion routes and relocated bus stops, particularly if it results in their journey being longer. This impacts those who are unable to travel long distances, such as those with mobility issues or visual impairments

8. In the event that the funds are diverted from the Peacehaven bus priority scheme, this means the implementation of the scheme will be delayed unless and until additional funding can be sourced. In the absence of additional funding, the Peacehaven bus priority scheme would no longer be progressed but would form part of a pipeline programme for as and when further funding becomes available. Consequently, without further funding, the improvements and benefits the scheme is anticipated to deliver, as detailed in the EqIA, would no longer be deliverable. By delaying the Peacehaven bus priority scheme, there would be a delay to the benefits being realised and the status quo would remain in the interim for all protected groups listed within the EQIA. In the event the scheme had to be

removed from the current delivery programme, this would mean the benefits were not realised and the status quo would continue indefinitely.

9. The Peacehaven bus priority scheme proposes to improve accessibility and public transport infrastructure , rather than solving any specific issues in this area faced by those sharing protected characteristics, of which none have been identified. If Cabinet agree to divert BSIP funds to the Exceat Bridge project, with the consequent impact on these schemes, those sharing protected characteristics would be at no additional or disproportionate disadvantage as compared to the general population. The Council would also ensure that appropriate comms are shared with relevant stakeholders.