

Equality Considerations

Title	Station Approach, Hastings, Hastings and Bexhill Movement and Access Package	
Team/Department	Major Projects and Growth	
Directorate	CET	
Provide a comprehensive description of your Project (Service/Policy, etc.) including its Purpose and Scope	The project is a junction improvement and pedestrian access scheme at Station Approach, Hastings. The scheme forms part of the LGF funding Hastings and Bexhill Movement and Access Package. The purpose of the scheme is to make the crossings more desirable for pedestrians to increase usage and improve the safety of the junction for pedestrians and vehicles and to create easy movement between the train station and town centre. The scheme includes the following elements: • The existing staggered refuge islands at the Devonshire Road/Middle Street and Devonshire Road/Station Road junctions to be replaced with new islands offering a 'single-stage' pedestrian route to make the crossing safer and easier to use. • The crossing at the Devonshire Road/Station Road junction to be moved nearer towards the desire line of Station Road. Southern carriageway resurfacing to reduce crossing gradient. • Removal of the dedicated left-turn lane into Havelock Road to accommodate footway widening at the south side of the crossing. • Street lighting arrangements shall be upgraded to reflect current lighting standards, ensuring adequate illumination of the crossings.	
Engagement undertaken or planned	Public consultation and engagement with ESCC and HBC members.	
Potential issues / barriers / impacts / opportunities		Notes and any mitigating actions

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| <ul style="list-style-type: none"> • Age • <u>Potential positive impacts:</u> All age groups will benefit from easier, more direct crossing points, particularly older people (over 65 years) and children/young people who can be at higher risk of traffic accidents, including when crossing the road. The adjustment of the existing crossing on the Devonshire Road/Station Road junction from a staggered island/barrier route to a 'single-stage' route and moved to be closer to the desire line of pedestrian traffic and offer a safer alternative to straying outside of the crossing. • <u>Potential negative impacts:</u> Some adjustment to user behaviour will be needed to familiarise with the new junction layout. These changes will take some time to embed themselves into pedestrian and vehicle-user habits. • Disability • Potential positive impacts: The scheme will see greater benefits for those with restricted mobility as a direct crossing route should be easier to traverse than a staggered route. Moving the crossing nearer to the desire line at Station Road will reduce walking distance between the train station and shopping centre. • The scheme will see greater benefits for those with visual impairments. Each of the Puffin crossing arrangements shall possess a tactile cone and be fitted with audible units. Tactile paving shall be used in accordance with the latest guidance. Bollards with reflective properties shall be used in key locations to highlight footway boundaries. • The scheme may see greater benefits for those with hearing impairments. Each of the Puffin crossing arrangements shall possess a tactile cone and a red/green signal unit positioned at approximately 1.2m above ground level. • <u>Potential negative impacts:</u> The gradient of the carriageway at the new crossing location is steeper than the existing crossing and design standards. Making it more difficult for people with restricted mobility and wheelchair users. Alternative crossing points have been considered, but ruled out as they don't align with the desire lines used currently by | <ul style="list-style-type: none"> • Declutter superfluous street furniture/ signs to maximise footway widths and minimise obstructions. • With the train station situated at the top of a hill, there is minimal action which can be taken to mitigate against the crossing gradient. The southbound carriageway on the new crossing will be resurfaced and reprofiled to align the crossing point with the existing crossing gradient meaning the new crossing will be no steeper than the current approach. |
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pedestrians and the steepness of the hill means reprofiling and resurfacing to within design standards is not a feasible option. The new crossing will be no steeper than the current approach, will be straighter and closer to the pathway most people already take, increasing the safety and use of the crossing for all pedestrians. • Pregnancy and Maternity • <u>Potential positive impacts:</u> The proposals will benefit pregnant pedestrians as the existing crossing routes are streamlined/shortened. • Pedestrians pushing prams/buggies will likewise benefit from shorter, more direct routes and wider pavements. • <u>Potential negative impacts:</u> The gradient of the carriageway at the new crossing location is steeper than the existing crossing and design standards. Making it more difficult for people with restricted mobility and pushing prams/buggies. Alternative crossing points have been considered, but ruled out as they don't align with the desire lines used currently by pedestrians and the steepness of the hill means reprofiling and resurfacing to within design standards is not a feasible option. The new crossing will be no steeper than the current approach, will be straighter and closer to the pathway most people already take, increasing the safety and use of the crossing for all pedestrians.		
Summary of impacts and actions planned, with timeframe		
This scheme looks to improve conditions for all users, particularly those older age, disability and pregnant groups by simplifying the crossing arrangements. The removal of the existing staggered refuge will benefit all pedestrian user groups. By resurfacing the carriageway to reduce the gradient at the crossing, moving the crossing nearer to the desire line of Station Road will benefit all pedestrian user groups.		
Impact	Action	Timeframe
Footways cluttered with street furniture can be difficult for those with mobility restrictions or visual impairments.	Declutter superfluous street furniture/ signs to maximise footway widths and minimise obstructions.	During construction 2025/2026

Moving the crossing to the desire line will increase the crossing gradient, making it more difficult for people with restricted mobility and wheelchair users.	The southbound carriageway on the new crossing will be resurfaced to align the crossing point with the existing crossing gradient so it is no steeper than the current crossing.	During construction 2025/2026