

Equality Impact Assessment

Part 1: Project details

Project title	Hatters Lane Signalised Pedestrian Crossing
Is this a new or existing project?	New
Responsible officer	Bestman Agu (reviewed by:- Kirk Adams, Project Manager)
Job title	Engineer
Contact phone number	01296 531128
Email	Bestman.Agu@buckinghamshire.gov.uk
Team	Design Services
Service	Transport
Business Unit	Transport for Buckinghamshire
Date started	18 March 2022
Date completed	Ongoing



**Transport for
Buckinghamshire**

Part 2: Purpose and Objectives

2.1	What is the purpose of the project or change?	Proposal to introduce a Puffin Crossing together with kerbs and carriageway markings to assist pedestrians crossing Hatters Lane, High Wycombe near The Highcrest Academy. This scheme will be funded from Buckinghamshire Council Network Safety Fund.
2.2	What are the key objectives of the project or change?	This Network Safety Scheme will provide a safe crossing facility for pedestrians to cross the road at this location on Hatters Lane. The project also aims to prevent obstructive parking, improve traffic flow, road safety and the environment for local residents as well as other users.
2.3	Which other functions, services or policies may be impacted?	There are always conflicting needs and interests in highway related issues when looking at provision for people with a mobility impairment and people with a visual impairment. However the provision of tactile paving is useful for those with a visual impairment and similarly, dropped crossings will help those people with mobility issues to cross the roads safely.
2.4	Who are the main stakeholders impacted by this project or change?	Emergency services, blue badge holders, statutory council services, utility companies, Passenger Transport, Highcrest Academy, religious organisations, delivery services, residents, businesses, elected Members, children, the public and disabled road users.
2.5	Which other stakeholders may be affected by this project or change?	Residential households of the surrounding areas, Buckinghamshire Council, visitors to the site, pedestrians, other adjoining councils, charities, and freight organisations.

Part 3: Data and Research

3.1	What data and research has been used to inform this assessment?	<p>Road Traffic Regulation Act 1984, The Highway Code, Traffic Signs Manual Chapter 3 Regulatory Signs (2019), Section 149 of the Equality Act 2010, physically review of the road, Government design guidance and stakeholder consultation.</p> <p>A formal Statutory Consultation was conducted; its results, feedback and comments were examined to decipher whether there would be any negative impact to protected characteristics if the proposed signal-controlled pedestrian puffin crossing was implemented.</p>
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3.2	Have any complaints on the grounds of discrimination been made in relation to this project?	<p>Concern was expressed by residents over how the crossing would affect traffic and congestion. However, Transport for Buckinghamshire do not believe there would be any increase in congestion as the scheme will not have any affect upon traffic capacity.</p> <p>A few respondents objected on the basis that on street parking provision would be lost due to the introduction of the controlled zone outside of their properties. It is recognised that parking for a 51m span of Hatters Lane would be lost as part of the implementation of a signal-controlled crossing and that this would be in place 24/7 rather than limited waiting restrictions. Given that the respondents' objections and their specific needs, the proposed extent of zig-zag markings (which prevent stopping) has been reduced to 4 zig-zags - from the standard 8 markings - on the crossings' southern side, meaning that parking and stopping would be prohibited up to the southern property boundary of 120 Hatters Lane.</p> <p>This proposal is supported by the Headmaster of Highcrest Academy. Additionally this scheme is fully supported by local members.</p>
3.3	Please provide evidence of these.	See attached appendix of comments.
3.4	What <u>positive</u> impacts have been established through research findings, consultation and data analysis?	Hatters Lane is a busy road, particularly during peak hours. The construction of a signalised crossing will provide a safe crossing point for the public on the length of the road, particularly for school children who will need to access Highcrest Academy across Hatters Lane.
3.5	What <u>negative</u> impacts have been established through research findings, consultation and data analysis?	Some residents who live in Hatters Lane may have to park further away from their homes. Some motorists who use Hatters Lane may experience some delays when the signalised pedestrian crossing is constructed. On balance it is considered the benefits of the puffin crossing far outweigh the disbenefits to residents and motorists.
3.6	What additional information is needed to fill any gaps in knowledge about the potential impact of the project?	The purpose of the controlled zone is to provide an area clear of parked vehicles to enable good inter-visibility between pedestrians and motorists when using the crossing. This will benefit road users, in particular pedestrians who are crossing at this point, in most cases to access the adjacent school. The provision of a signalised crossing and controlled zone will ensure that motorists do not obstruct inter-visibility between pedestrians and motorists by stopping in the controlled zone ! We will monitor enquiries and complaints in response to this project.

Part 4: Testing the impact

Within this table, please indicate (✓) whether the project will have positive, negative or neutral impacts across the following nine protected factors and provide relevant comments. Both positive and negative impacts should be specified where this applies.

Note 1: Listing a negative outcome does not mean the project cannot continue.

Note 2: This is an opportunity to identify and address issues for improvement

		Positive Impact	Negative Impact	Neutral Impact	What evidence do you have for this?	Improvement Actions Required
4.1	Age	X			<p><i>Older people:</i> Although some journeys by motor vehicle may longer in time and distance this is deemed to be offset by the improvements for independent travel provided by the proposed improvements.</p> <p><i>Children:</i> Improved footway provision and improvements in road safety due to a reduction in vehicle volumes and speeds will provide positive outcomes for this group.</p> <p>Please note that the proposed placement is in a greater pedestrian friendly location, especially for those who are perhaps young or elderly and may not have full awareness as the placement allows more time for driver to react to the crossing therefore creating a positive affect the age characteristic.</p> <p>Physical works will meet with highway design standards. This length is overlooked by residential properties. Antisocial behaviour and fear of crime is not expected to increase following implementation of this scheme.</p> <p>Other than actions to encourage greater usage of the route throughout the day, there are no obvious options within the control of the highway authority to discourage antisocial behaviour and increase passive surveillance of the route.</p>	None

4.2	Disability	X			<p>Improved footway and pedestrian priority provision to be delivered will increase opportunities for independent travel for users in the group. Continuous and widened footways along the school frontage on Hatters Lane will provide significant accessibility gains for all users but particularly disabled users</p> <p>Each section of the crossing will be 3.6m wide and will incorporate dropped kerbs and tactile paving to improve the ease of crossing for those limited mobility, those pushing pram or those on mobility scooters. Tactile paving will also support visually impaired people and the proposals will improve sightlines and visibility at this location.</p> <p>Given the close proximity of the scheme to the school, it will have a particular benefit to vulnerable people attending Highcrest Academy such as younger children. This is because of the anticipated reduction in speeds and numbers of vehicles on the road.</p>	None
4.3	Gender	X			<p>Improvements to the public realm and walking routes, including street lighting, will improve conditions for walking, cycling and the use of public transport in the area. As all addresses are still accessible by motor vehicle journeys at all times journeys can still be made by motor vehicle in circumstances where a resident may not feel safe walking, cycling or using public transport.</p>	None
4.4	Marriage & Civil Partnership			X	Neutral as this will have no affect	Not Applicable

4.5	Pregnancy, Maternity & Paternity	X			The works will include dropped kerbs to cross the road and a signal controlled crossing. This new pedestrian crossing will benefit pedestrians with buggies or prams by providing a facility that will enable them to cross the road easily & safely. Physical works will meet with highway design standards.	None
4.6	Race	X			As BAME road users are generally considered to have the highest risk of being a pedestrian casualty; these proposals are considered have a positive impact for this group.	None
4.7	Religion & Belief	X			Crossing facilities are designed to be accessible to the widest possible cross section of members of the community.	None
4.8	Sexual Orientation			X	The proposals are not considered to have any particular impact on this group	N/A
4.9	Transgender			X	The installation of this signalised crossing is non-gender specific; it is based on improving safety for all road users by providing a safer environment for all.	Not Applicable
4.10	Carers*			X	Informal and Statutory Consultations	N/A


*someone who provides unpaid care for a family member or friend who is unable to cope without their support. This may be due to illness, disability, frailty, mental health problems or addiction

Part 5: Ongoing improvement monitoring

From the improvement actions identified in section 4, this table can be used for monitoring the progress made		
5.1	Improvement Actions Required	Detail of progress made against the required improvements
	TBC	Monitor and review of the scheme, during implementation and completion over a 18month period, is recommended to achieve this positive benefit of assisting pedestrians to cross the road. The expected reduction in number of road casualties will be monitored through the Council's Network Safety Team.

		If any problems are identified by the Council or Thames Valley Police through route inspections, accident collection and data, complaints etc after the signalised crossing is built and open to traffic, adjustments can be made to the crossing to change the situation similar to any other road in Bucks.

Part 6: Director / Head of Service Statement

<p>I am fully aware of the duties required of Buckinghamshire Council (BC) under the Equality Act 2010 and I have read our Equality Strategy.</p> <p>I am satisfied that this Equality Impact Assessment shows that we have made every possible effort to address any actual or potential unlawful discrimination.</p>	<p>Name Dave Roberts</p>
	<p>Signature</p> 
	<p>Date</p> <p>18 March 2022</p>