

Equality Impact Report

Title of proposal	A259 Littlehampton Improvements
Date of implementation	May 2019
EIR completed by:	Name: David Lambert Tel: 03302 225709

1. Decide whether this report is needed and, if so, describe how you have assessed the impact of the proposal.

This scheme is intended to provide a significant positive impact to economic development in the north of Littlehampton area.

The proposals for this scheme comprise improvements to the capacity of the A259 in the Littlehampton area. These capacity improvements are expected to reduce congestion, improve journey time and improve journey time reliability.

Additionally improved sustainable transport links will be provided by the addition of an off road cycling and pedestrian route.

Those affected by these proposals would include the following:

- Local residents living along or near Durrington Hill, Worthing.
- Highway users whom frequent this route, including locals, bus operators, emergency services and commuters.

In assessing the impact these proposals would have on people, the following was undertaken:

- Informal consultation with the Local Members at JEEAC and H&T Sub Group
- Public consultation featuring multiple public meetings, WSCC web pages, letter drop, local media and questionnaire.
- Specific communication with disability groups and societies in the area.

2. Describe any negative impact for customers or residents.

During the works

During the works a number of negative impacts might be experienced. These may include; noise and dust caused by construction processes and equipment. This would be expected to affect properties immediately adjacent to the works. The works are also expected to require traffic management which has the potential to cause significant disruption to traffic flow on the A259.

WSCC will work with the main contractor during the detail design phase to minimise the effects of the works on the local community. In order to prioritise

consideration for the disruption to road users, tenderers have been asked for their proposals to minimise the impact of the works.

Additionally the proposed works extend beyond the highway boundary and as such land will be acquired by WSCC in delivering the scheme. This may cause the affected land owners some distress.

WSCC has published the Compulsory Purchase Order and impacts on affected property owners will be dealt with according to the law. Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and the Acquisition of Land Act 1981 set out the how affected property owners will be compensated as a result of the scheme.

On Completion

There is potential for an increase in noise levels at some locations along the route. Acoustic fencing has been designed for locations that are most affected to ensure that noise level increases are imperceptible as set out in the Highways England design standards.

The works will require the loss of some existing green space including the removal of mature trees and hedgerows. The design will therefore feature areas of replanting and compensatory habitat.

These negative effects are not expected to discriminate against any group or groups more than others though it is appreciated that changes and disruption such as is expected can affect the older generation and those with disabilities more than others. The communications plan will take this into account and ensure that any groups expected to be affected are provided with information and advice both before and during the works.

On review it has been established that an additional DDA compliant crossing will need to be installed to the east of Station Road Angmering. This will be added to the design prior to implementation.

3. Describe any positive effects which may offset any negative impact.

The scheme is expected to support the delivery of at least 600 new homes and 8.5ha of commercial space. Additionally the scheme is expected to reduce journey times on the A259 in Littlehampton, particularly in the am and pm peak times. As such the scheme will deliver significant benefits in the form of improved access to employment and housing, improved air quality through reduced congestion, reduced vehicle maintenance and fuel costs through reductions in congestion and improvements in sustainable transport through provision of an off road cycle and pedestrian route.

4. Describe whether and how the proposal helps to eliminate discrimination, harassment and victimisation.

The scheme is helping to eliminate the fear of harassment and victimisation in several ways;

- (1) By reducing the fear of crime by ensuring adequate street lighting is installed at junctions and crossings
- (2) By making the highway safer for pedestrians and cyclists. This will be achieved by removing a key barrier to sustainable transport by separating cyclists and pedestrians from traffic using a segregated off road route away from heavy and fast moving traffic.
- (3) By ensuring that the highway design provides features (tactiles etc) to ensure those with a disability, particularly sight related disability, are able to safely use the route
- (4) Improved access to employment and housing by directly contributing to the development of 600 new homes and 8.5ha of commercial development land

5. Describe whether and how the proposal helps to advance equality of opportunity between people who share a protected characteristic and those who do not.

The scheme is not considered to have any notable positive or negative implications relating to this section.

6. Describe whether and how the proposal helps to foster good relations between persons who share a protected characteristic and those who do not.

The scheme is not considered to have any notable positive or negative implications relating to this section.

7. What changes were made to the proposal as a result? If none, explain why.

Due to the scale of the scheme and the potential impacts during the works, communication with stakeholders has been identified as a key to its success.

With this in mind a Communications Plan has been drafted and stakeholder analysis has been undertaken to both identify and understand the needs of the many stakeholders associated with this scheme.

As a result of engagement with the public following the consultation in January and February 2016 the scheme will be amended to include an additional DDA compliant crossing facility to the east of the Station Road Roundabout.

8. Explain how the impact will be monitored to make sure it continues to meet the equality duty owed to customers and say who will be responsible for this.

The Project Initiation Document makes provision for scheme monitoring.

The Monitoring Plan will include;

- (1) Road Safety Audit 3 following practical completion of the works to ensure the constructed scheme is safe.
- (2) Pedestrian and Cycle counts along the route
- (3) Traffic monitoring to assess traffic numbers and speeds at selected points along the route.
- (4) Engagement with and feedback from Parish Councils post implementation.

To be signed by an Executive Director or Director to confirm that they have read and approved the content.

Name		Date	25.07.19
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Your position	Lee Harris, Executive Director of Place Services
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