

Equality Impact Assessment

Manor Royal Bus Lane Extension BSIP scheme

1. Contact Details

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Team/Service – Major Projects, Highways, Transport and Planning

Service Head (Senior Responsible Officer) – Guy Bell

Version – 1

Date Completed – 12/08/2024

Date Approved by the Senior Responsible Officer - 25/09/2024

2. Description of what is being impact assessed

The Manor Royal bus lane extension scheme, which is being funded by the Bus Service Improvement Plan (BSIP), involves widening the existing road into the existing grass verge on the northern side of Manor Royal between its junction with London Road and the access to Crawley Business Quarter to create a bus lane. Manor Royal runs east-west between Gatwick Road and A23 London Road, within the Crawley and Gatwick Business District and this final phase of bus lane improvements along the western end of Manor Royal connects to earlier phases of bus lane improvements recently delivered along the corridor.

This scheme, included in the [Enhanced Partnership](#) (EP) and BSIP spend plan, contributes to the outcomes in the Council Plan, notably a sustainable and prosperous economy, and improving access for residents and visitors. In addition, they contribute to the delivery of the Council Plan supporting new and existing businesses and those sectors hit hard by COVID-19. This scheme can enable better access to learning and employment opportunities, as well as help support local businesses with cost effective travel solutions for employees and customers.

3. Data Collection and Consultation

Bus operators were engaged in April 2022 on challenges they face coming out of the pandemic and how bus services could improve. With the challenge of recovery funding likely to cease in October 2022 they were very keen to work with the council to explore other ways to help services to recover and where improvements could facilitate greater bus use.

WSCC and Surrey County Council Officers jointly met with Gatwick Airports Ltd to understand the impacts of the pandemic on the airport as a major transport interchange and the economy of the surrounding area. This allowed exploration of potential service and infrastructure improvements to aid recovery and for the airport to flourish again and work towards a carbon neutral status.

A public engagement exercise (The Bus Back Better Survey) was carried out during September 2021 to understand barriers to use, and ways services could be improved across West Sussex. This included online and paper surveys, that received 3074 responses from residents, District, Borough, and Town & Parish Councils, businesses, and bus user representatives.

This final length of bus lane on Manor Royal, forms part of the bus lane improvements first identified in the Manor Royal Transport Strategy Plan in January 2017 and included in the Crawley Growth Programme of highway projects to significantly improve the quality of sustainable transport infrastructure on Manor Royal. The public engagement exercise undertaken in 2021 supported their implementation.

In December 2022, a Highways, Transport and Planning newsletter was sent to all WSCC members, all town and parishes across the county and some internal staff.

In February 2023, a Highways, Transport and Planning newsletter was issued to WSCC members, all 166 parish and town councils plus any additional residents' groups that exist instead of parish councils and some internal staff.

In December 2023, County and District Councillors and key stakeholders were consulted on the preliminary design proposals and their responses helped to shape the final detailed design.

4. Protected Characteristics

Please describe the impact the proposal may have on individuals in each of the equality groups below. Please give your reasoning for whatever answer you provide.

Age

Is the impact of the proposal Positive, Negative or Neutral – **POSITIVE**
Please explain your answer –

The scheme includes the upgrading of bus stop waiting facilities, including shelter, seating and raised kerbs to make it easier for those with mobility issues, wheelchairs, or pushchairs for children, to access the buses.

The scheme is also retaining and upgrading the existing controlled pedestrian crossing to continue to facilitate safe and convenient access across the busy road for vulnerable users.

All modifications to existing pedestrian infrastructure have been designed in accordance with DfT [Inclusive Mobility guidance](#) to improve accessibility and inclusivity.

Disability

Is the impact of the proposal Positive, Negative or Neutral – **POSITIVE**
Please explain your answer –

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Gender/Transgender

Is the impact of the proposal Positive, Negative or Neutral – **NEUTRAL**
Please explain your answer –

There is no impact because Manor Royal and the corresponding bus infrastructure are already inclusive spaces.

Marriage/Civil Partnership

Is the impact of the proposal Positive, Negative or Neutral – **NEUTRAL**
Please explain your answer –

There is no impact because Manor Royal and the corresponding bus infrastructure are already inclusive spaces.

Pregnancy and Maternity/Paternity

Is the impact of the proposal Positive, Negative or Neutral – **POSITIVE**
Please explain your answer –

The scheme includes the upgrading of bus stop waiting facilities, including shelter, seating and raised kerbs to make it easier for those with mobility issues, wheelchairs, or pushchairs for children, to access the buses.

The scheme is also retaining and upgrading the existing controlled pedestrian crossing to continue to facilitate safe and convenient access across the busy road for vulnerable users.

All modifications to existing pedestrian infrastructure have been designed in accordance with DfT [Inclusive Mobility guidance](#) to improve accessibility and inclusivity.

Race

Is the impact of the proposal Positive, Negative or Neutral – **NEUTRAL**
Please explain your answer –

There is no impact because Manor Royal and the corresponding bus infrastructure are already inclusive spaces.

Religion or Belief

Is the impact of the proposal Positive, Negative or Neutral – **NEUTRAL**
Please explain your answer –

There is no impact because Manor Royal and the corresponding bus infrastructure are already inclusive spaces.

Sexual Orientation

Is the impact of the proposal Positive, Negative or Neutral – **NEUTRAL**
Please explain your answer –

There is no impact because Manor Royal and the corresponding bus infrastructure are already inclusive spaces.

Socio-Economic Group (e.g. unemployed, students, part time workers)

Is the impact of the proposal Positive, Negative or Neutral – **POSITIVE**
Please explain your answer –

This scheme will improve journey time reliability and can enable better access to learning and employment opportunities, as well as help support local businesses with cost effective travel solutions for employees and customers.

Carers

Is the impact of the proposal Positive, Negative or Neutral – **POSITIVE**
Please explain your answer –

This scheme will improve journey time reliability and can enable better access for Carers to cost effective travel solutions.

Other Socially Excluded e.g. homeless

Is the impact of the proposal Positive, Negative or Neutral – **POSITIVE**
Please explain your answer –

This scheme will improve journey time reliability and can enable better access to learning and employment opportunities, as well as help support local businesses with cost effective travel solutions for employees and customers.

5. Negative Impacts Action Plan

Protected Characteristic – **DISABILITY**

Mitigation –

The negative impact of the scheme will be during the construction phase when operations are likely to cause disruption and access restrictions for this limited period. The pre-construction risk register highlights the specific facilities that must be maintained during the construction phase to ensure vulnerable users are not disadvantaged or put at risk by any temporary facilities necessary to accommodate the works.

The Construction (Design and Management) Regulations 2015 places duties on the Client, Designer and Principal Contractor to manage the health, safety, and welfare of their construction projects. The Principal Contractor will produce a plan that sets out how they intend to manage the health, safety and welfare of all persons, including the public, during the construction phase in response to the pre-construction risks and information provided by the Designer and Client.