

Proposed Decision to be made by the Portfolio Holder for Transport and Planning on or after 18 October 2019

Objection to the removal of the Puffin crossing on Bridge Street near Mill Lane, Barford.

Recommendations

That the Portfolio Holder approves the removal of the Puffin crossing on Bridge Street as advertised in accordance with the Road Traffic Regulation Act 1984 – Section 23.

1.0 Key Issues

- 1.1 The Puffin crossing on Bridge Street, Barford, is nearing the end of its life cycle and in accordance with the County Council's policy for Pedestrian Crossings the justification for the Puffin crossing has been reviewed.
- 1.2 A detailed investigation was carried out which included a 12 hour (7:00 am to 7:00 pm) pedestrian / vehicle survey which took place on 19 June, 2018 to monitor the use of the crossing. The average vehicle flow and pedestrians count over the four busiest hours in the day were 278 and 21 respectively, see Appendix A. Based on these figures the justification was calculated to be 1%, therefore the outcome of the investigation based on the policy is that a Puffin crossing is no longer justified at this location.
- 1.3 The investigation has indicated that vehicle movements have reduced considerably since the Puffin crossing was initially implemented in April 2003. This is because through traffic is now using the Barford bypass which was constructed in 2008. As a result, the degree of conflict between pedestrians and traffic has reduced.
- 1.4 The outcome of the investigation has indicated that this Puffin crossing is now not justified in accordance with the County Council's policy for Pedestrian Crossings which was adopted in 2011.
- 1.5 The proposal has been assessed by the County Council's Road Safety Engineers; who have not raised any safety concerns with this proposal.
- 1.6 It is estimated the scheme to remove the crossing will cost £14,000 to implement and save the annual maintenance and routine inspections costs of £960 per year. This would be funded from the Capital Budget.
- 1.7 If the Puffin crossing is retained, then the traffic signal equipment will need to be replaced at a cost of approximately £18,000 which will need to be funded from the Capital Budget.

- 1.8 During the consultation period we have received one objection from a resident to the proposal; which is supported by (i) Royal National Institute of Blind People, (ii) The National Federation of the Blind of the UK and (iii) The Guide Dogs for the Blind Association.
- 1.9 It has been acknowledged by The Guide Dogs for the Blind Association that they recognise that there are always fine balances required where cost v benefits are concerned.

2.0 Proposed Scheme

- 2.1 To remove the Puffin crossing from the highway as shown on the plan in Appendix B and to provide dropped kerbs with tactile paving in the same place.

3.0 Consultation on the Proposal

- 3.1 A formal consultation for the proposed removal of the Puffin crossing was carried out between 5th July 2019 and 2nd August 2019. During this period one objection to the proposed removal of the Puffin crossing was received from a resident who is registered as blind with Warwickshire County Council. A number of points have been made.
- 3.2 The objection has been supported by (i) Royal National Institute of Blind People, (ii) The National Federation of the Blind of the UK and (iii) The Guide Dogs for the Blind Association are as follows: -

Objection 1 – The low usage of the crossing has no relevance, as it is the only safe means of crossing Bridge Street by vulnerable user groups including children, the elderly/infirm, the physically disabled, people with sensory impairments, the blind and deaf/blind.

Response – To determine the justification for retaining a controlled pedestrian crossing, the County Council's policy recommends when a crossing is due for an upgrade an evaluation for its need will be carried out. To retain this type of facility we would normally expect an average vehicle flow and pedestrians count over the four busiest hours in the day to be 1000 and 90 respectively i.e. justification of 90%. The level of justification ensures that the available resources i.e. capital and revenue are used effectively.

Objection 2 – There are 21 persons who are registered as visually impaired with Warwickshire County Council who live within in the CV35 8 post code area, of whom 2 are guide dog owners. In addition, the 41 registered visually impaired persons living in the adjoining CV35 9 post code area who use or may potentially require the use of this crossing.

Response – Noted but during the consultation period we have only received one objection to the proposal from a resident in Sherbourne and none from any residents actually living in Barford itself.

Objection 3 – No safe alternative to cross Bridge Street has been offered. The proposed dropped kerbs with tactile paving offer no protection to the above vulnerable groups of people, especially the Blind and Visually Impaired. It is not mandatory for vehicular traffic to stop to allow pedestrians to cross at dropped kerbs.

Response – Since the construction of the Barford bypass in 2008 vehicle flows have reduced considerably along Bridge Street and it is now like many other residential streets in the county i.e. without controlled pedestrian crossing facilities; the scheme has been assessed by the County Council's Road Safety Engineers who have not raised any safety concerns with this proposal.

Objection 4 – Warwickshire County Council have elected to disregard the Central Government directive from the Ministry of Housing, Communities & Local Government to local authorities dated 28 September 2018.

Response – The Ministerial letter regarding shared space which was sent on 28 September, 2018 was a letter from the Ministry of Housing, Communities & Local Government to the Chief Executive to clarify the approach that should be taken to shared space schemes following the publication of the Department for Transport's Inclusive Transport Strategy and the Ministry for Housing, Communities and Local Government's National Planning Policy Framework in July 2018. The proposed scheme is not a shared space scheme. However, an Equality Impact Assessment has been undertaken and it raises no specific issues to the proposal.

Objection 5 – The Royal National Institute of Blind People wish to appeal against the removal of the Puffin crossing because, as their policy indicates, the removal of the crossing would place blind and partially sighted people who rely on signal-controlled crossings in order to cross safely at a substantial disadvantage.

Response – Since the construction of the Barford bypass in 2008 vehicle flows have reduced considerable along Bridge Street and it is now like many other residential streets in the County i.e. without controlled pedestrian crossing facilities; the scheme has been assessed by the County Council's Road Safety Engineers who have not raised any safety concerns with this proposal.

Objection 6 – The cost of removing or downgrading this existing facility would cover the cost of its maintenance and replacement of light bulbs and other replaceable components for the next 10 or 15 years.

Response – It is estimated to remove the existing crossing and replace it with dropped kerbs will cost £ 14,000 and save the annual maintenance and routine inspections costs of £ 960 per year. However, if it is retained than the traffic signal equipment needs replacing at a cost of approximately £18,000 and an annual maintenance cost of £960.

Objection 7 – Pedestrian crossings with press-buttons and red lights will interrupt traffic flow only when being used by pedestrians and on these occasions, this will cause traffic to proceed more slowly and safely along the street concerned.

Response – It has been observed that the Puffin crossing is only occasionally being used during the whole day and therefore does not directly affect traffic speed. Generally, drivers are complying with the speed limit along this street.

Objection 8 – The Equality Act and the Public Sector Equality Duty sets out in legislation enacted in 2010 the requirement that all Local Authorities must ensure that all members of the public, irrespective of any disability, have equal access to streets and other public areas.

Response – An Equality Impact Assessment (Appendix C) has been undertaken and it raises no specific issues to the proposal; Bridge Street is like many other residential streets in the county i.e. without controlled pedestrian crossing facilities.

- 3.3 Warwickshire Police have raised no objection to the proposal.
- 3.4 The County Councillor for this area Councillor Caborn does not oppose the proposal based on the low usage of the facility.

4.0 Financial Implications

- 4.1 It is proposed to utilise monies from the Capital Budget to fund the removal of the Puffin crossing. A budget provision of £14,000 has been included in the Capital Programme for 2019/20.
- 4.2 An annual saving of £920 will be made from the revenue budget due to the removal of the Puffin crossing.
- 4.3 If the Puffin crossing is to be retained it is proposed to utilise monies from the Capital Budget to fund the upgrade of the Puffin crossing. A budget provision of £18,000 has been included in the Capital Programme for 2019/20.
- 4.4 If the scheme is approved it is likely to be implemented in January 2020.

5.0 Conclusion

- 5.1 The Puffin crossing is now not justified in accordance with the County Council's policy for Pedestrian Crossings and therefore should be removed from the highway.
- 5.2 It is recommended that the Portfolio Holder approves the removal of the Puffin crossing on Bridge Street as advertised.

Appendices

Appendix A - Pedestrian / vehicle survey data

Appendix B - Location plan

Appendix C - EqlA - Removal of Puffin Crossing - Bridge Street, Barford

Background papers

Objection email from a member of public

Supporting email to the objection - Royal National Institute of Blind People

Supporting email to the objection - The National Federation of the Blind of the UK

Supporting letter to the objection - The Guide Dogs for the Blind Association

RNIB - Policy Position Statement - Pedestrian Crossings

Ministerial letter regarding shared space - 28 September 2018

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This report was circulated to the following member prior to publication:

Local Member: Cllr Caborn – Budbrook & Bishop's Tachbrook

NUMERICAL CRITERIA - PEDESTRIAN CROSSING
LOCATION

	CAR	LGV	R2	R3	R4	A6	A5	A3/4	BUS	MCL	PCL	HGV	total	Weighted
07:00	159	19	0	0	0	0	0	0	6	0	3	3	190	219.5
08:00	292	15	0	0	0	0	0	0	1	1	3	6	318	343
09:00	130	15	0	0	0	0	0	0	5	0	2	3	155	179.5
10:00	96	20	0	0	0	0	0	0	4	0	8	8	136	172
11:00	80	27	0	0	0	0	0	0	4	0	0	3	114	149.5
12:00	94	22	0	0	0	0	0	0	5	0	9	4	134	167
13:00	95	16	0	0	0	0	0	0	4	0	4	4	123	149
14:00	89	21	0	0	0	0	0	0	5	0	1	5	121	154.5
15:00	157	25	0	0	0	0	0	0	5	0	1	3	191	225.5
16:00	208	20	0	0	0	0	0	0	3	0	6	1	238	262.5
17:00	207	22	0	0	0	0	0	0	4	1	14	2	250	279
18:00	165	11	0	0	0	0	0	0	3	0	9	1	189	204.5
Total	1772	233	0	0	0	0	0	0	49	2	60	43	2159	2159
									less PCL		2099			

	Values	Weight	
Road width (m)	6.7	0.9	W
Speed limit (mph)	30	1	S
Number of pedestrian accidents (3 yrs)	0	1	A
Average waiting time (s)	20	1	G

Vehicle type	Weight	Speed limit	Weight
Car	1	30 mph	1
LGV	2	40 mph	1.2
Bus	2	50 mph	1.3

Ped type	Weight	Gap	Weight
Child < 16	1.25	<=20s	1
Adult	1	21s - 30s	1.2
Elderly	2	31s - 40s	1.25
Disabled	3	>40s	1.3

	Child 0-4	Child 5-11	Child 12-16	Adult 17-64	Adult + Pram	Elderly 65+	Disabled	Total Child	Total Adult	Grand total	Weighted
700-730								0	0	0	0
730-800								0	0	0	0
7 to 8	2			8		0		2	8	10	10.5
800-830								0	0	0	0
830-900								0	0	0	0
8 to 9	7			14		0		7	14	21	22.75
900-930								0	0	0	0
930-1000								0	0	0	0
9 to 10	0			2		0		0	2	2	2
1000-1030								0	0	0	0
1030-1100								0	0	0	0
10 to 11	0			5		0		0	5	5	5
1100-1130								0	0	0	0
1130-1200								0	0	0	0
11 to 12	2			7		0		2	7	9	9.5
1200-1230								0	0	0	0
1230-1300								0	0	0	0
12 to 13	3			5		0		3	5	8	8.75
1300-1330								0	0	0	0
1330-1400								0	0	0	0
13 to 14	0			6		0		0	6	6	6
1400-1430								0	0	0	0
1430-1500								0	0	0	0
14 to 15	1			4		0		1	4	5	5.25
1500-1530								0	0	0	0
1530-1600								0	0	0	0
15 to 16	11			24		0		11	24	35	37.75
1600-1630								0	0	0	0
1630-1700								0	0	0	0
16 to 17	3			10		0		3	10	13	13.75
1700-1730								0	0	0	0
1730-1800								0	0	0	0
17 to 18	2			6		0		2	6	8	8.5
1800-1830								0	0	0	0
1830-1900								0	0	0	0
18 to 19	0			6		0		0	6	6	6
Total	31	0	0	97	0	0	0	31	97	128	

rank	vehicles	peds	pv2x10^8	
5	07:00	220	10.5	0.01
1	08:00	343	22.75	0.03
12	09:00	180	2	0.00
9	10:00	172	5	0.00
8	11:00	150	9.5	0.00
7	12:00	167	8.75	0.00
10	13:00	149	6	0.00
11	14:00	155	5.25	0.00
2	15:00	226	37.75	0.02
3	16:00	263	13.75	0.01
4	17:00	279	8.5	0.01
6	18:00	205	6	0.00

vehicles	1	2	3	4
vehicles	343	226	263	279
peds	23	38	14	9

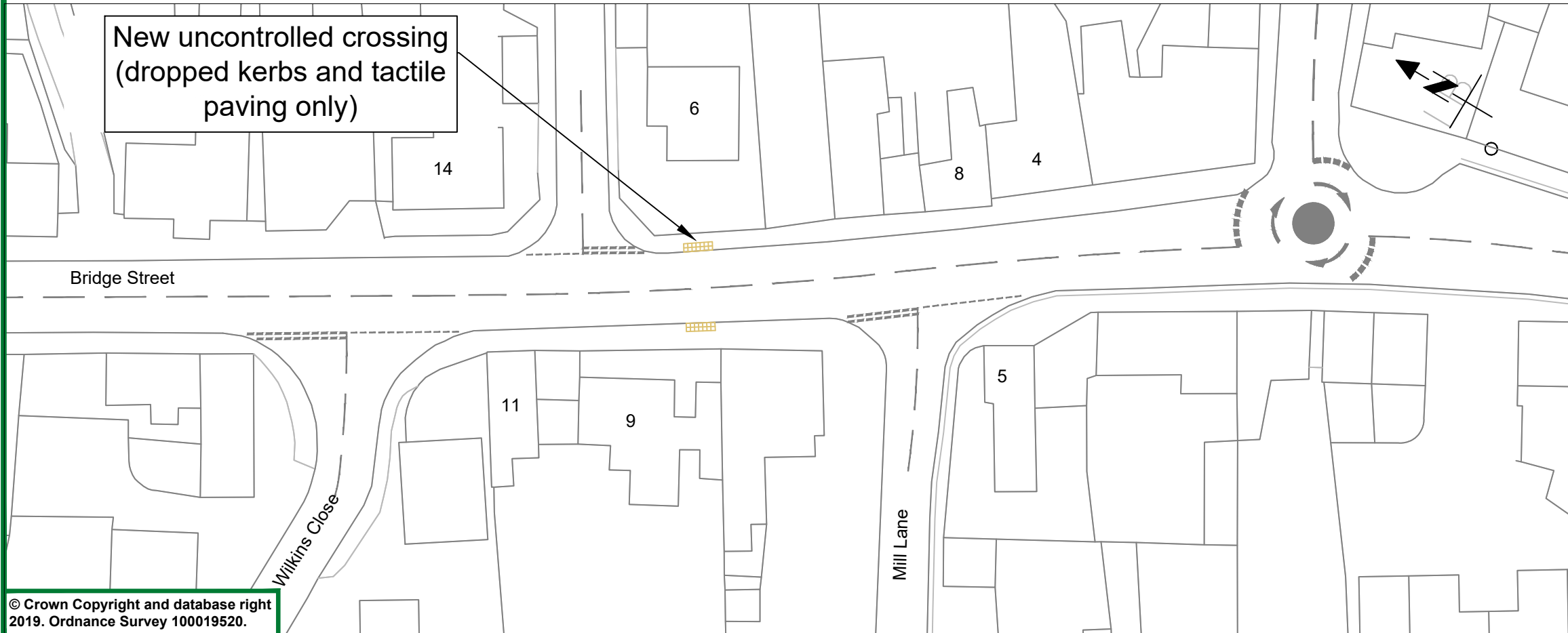
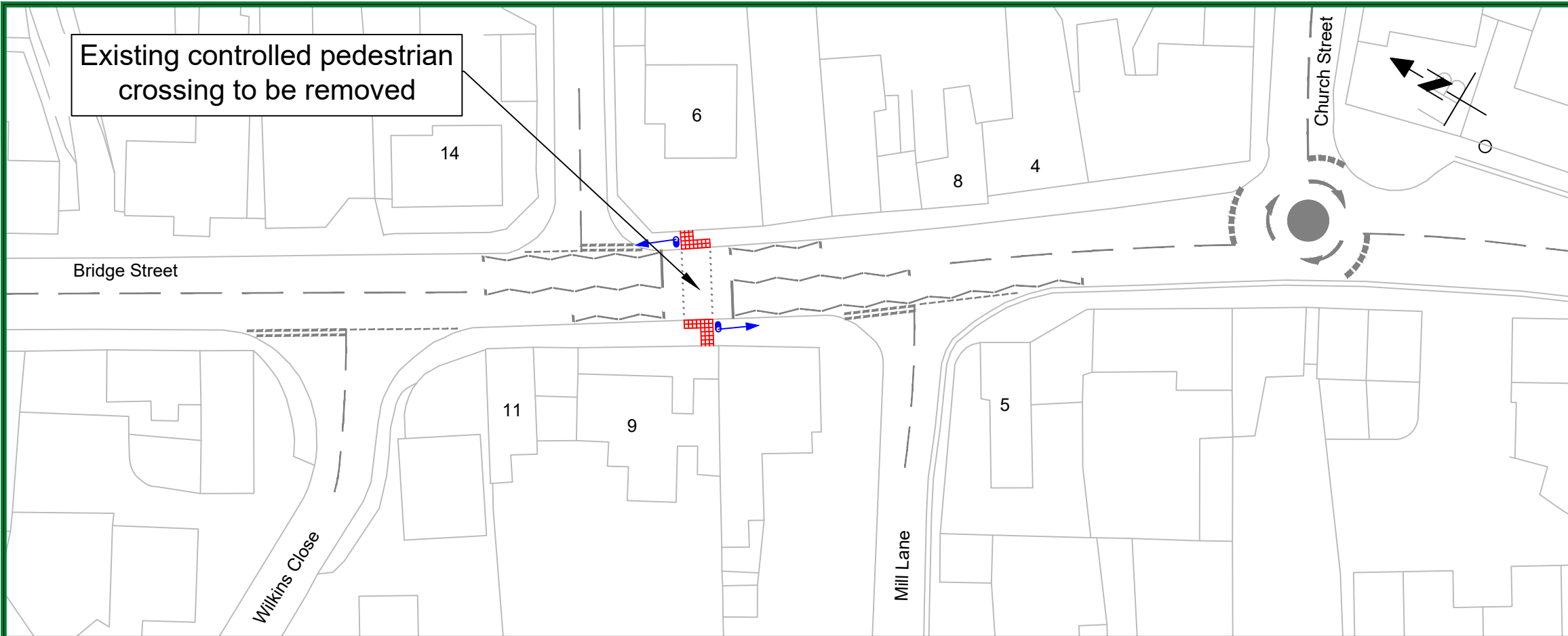
average vehicles 278 V
average peds 21 P

Adj PV2 = P x V x V x W x S x A x G

1% Not justified

Unadjusted PV2 1%

Criteria for justification			
	Speed limit	Average flow	Adj PV2
Zebra	30	500	60%
Puffin	30, 40 or 50	N/A	90%



NOTES

REV	DRN	AMENDMENT	DATE



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FS 26655

C:\DesignServices\24.2\313\3 Drawings\3-01 AutoCAD\24.2---313-002.dwg

PROJECT
C61 - Bridge Street, Barford
Puffin Crossing Removal

TITLE
Consultation

Purpose of Drawing: Consultation

Drm	EB	Ck'd	GD	App'd	GD
Date	05-06-19	Date	20-06-19	Date	20-06-19

Status
Approved (Level 3)

Scale
1:200

Sheet size
@ A3

DRG. NO.
24.2---313-002

Rev.
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Equality Impact Assessment/ Analysis (EqIA) Toolkit – Part 1 Introduction & Forms

December 2011

We are happy for other agencies to use this document for a non-commercial basis or to amend to meet their own needs, we do ask however that you acknowledge WCC.



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Guidance notes are available as a separate document

1. Introduction

1.1 What is an Equality Impact Assessment/ Analysis (EqIA)?

An Equality Impact Assessment/ Analysis (EqIA) is a tool for identifying the potential impact of the county council's strategies, policies, services and functions on its customers and staff.

It is an evidence based assessment tool, to ensure and evidence that the service does not unlawfully discriminate and has due regard in line with the General and specific duties under the Public Sector Equality Duty 2011.

They can help anticipate the equality consequences of particular policy/service initiatives and ensure that as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures.

They are therefore essentially about service improvements and can help staff provide and deliver excellent services to customers by making sure that these reflect the needs of the community.

This toolkit has been produced to help managers undertake comprehensive and robust Equality Impact Assessments/ Analysis (EqIA) of all their core services or functions, strategies, policies, procedures and practices.

Please note that throughout this document the term 'policy/service' will be used to abbreviate for 'functions, strategies, policies, procedures and practices'.

1.2 Why undertake Equality Impact Assessments/ Analysis?

It is good practice and necessary if we are to continue delivering an inclusive Council services and deliver the Council's ambitious equalities agenda.

EqIA's will help us drive forward the equalities agenda locally and with our partners. The benefits of impact assessments include:

- Helping to identify whether we are excluding certain groups from our policies/ services;
- Helping to identify any unmet need and rectify any unmet needs for those with protected characteristics
- Helping to mainstream Equality & Diversity into our work
- Helping to improve our overall service delivery
- Helping us to target resources more effectively

Under the General duty of the Public Sector Equality Duty April 2011, **a public authority must, in the exercise of its functions, give due regard to the need to:**

- a) **Eliminate discrimination, harassment, victimisation and any other prohibited conduct.**
- b) **Advance equality of opportunity** (remove or minimise disadvantage; meet people's needs; take account of disabilities; encourage participation in public life).

- c) **Foster good relations between people** (tackle prejudice and promote understanding).

The Equality Act 2010, provides cover to the following **protected characteristics**:

- **Age:** When considering disadvantage, take into account impacts on children and young people as well as adults, and cross-cutting impacts such as parents and carers (of younger, disabled and older people).
- **Disability:** A person has a disability if s/he has, or has had, a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. Carers are covered 'by association'.
- **Gender reassignment:** A person who is proposing to undergo, is undergoing or has undergone gender reassignment.
- **Pregnancy and maternity:** Maternity refers to the period of 26 weeks after the birth (including still births).
- **Race**
- **Religion and belief:** Religious and philosophical beliefs including lack of belief.
- **Sex**
- **Sexual orientation**
- **Marriage and civil partnership:** (b and c of the General Duty mentioned above is not applicable)

The County Council must assess which of its policies and services are relevant to the various protected characteristics, and set out how they will:

- Monitor policies/services for any adverse impact on equality
- Assess and consult on the likely impact on proposed policies/services
- Make sure the public have access to information and services
- Train their staff in relation to the various duties

We want to ensure that our policies and practices do not discriminate against any group within our community and that we use every opportunity to promote equality of opportunity and good community relations. They can be used to focus on specific protected characteristics to help promote equality of opportunity for a particular group. For instance, certain sections of the community may be known to experience more disadvantage than others. They may be adversely affected by a policy or service or omitted from the benefits of the policy or service. The list below is not meant to be exhaustive; and your experience in a particular area of work might mean that you additionally look at other diversity issues.

You may want to consider the impact of the policy on the following:

- Different ethnic groups including white minorities

- Faith groups and faith issues
- Different sexes, including transgender
- Disabled and non-disabled people
- Gay men, lesbians and straight people
- Different age groups, for example older and younger people

1.3 Who is responsible for Equality Impact Assessments/ Analysis?

Equality Impact Assessments/ Analysis should be an integral part of policy development. The person conducting an EqlA should have a detailed understanding of the policy or service being assessed, and also be in a position to ensure changes can be made when they are needed.

The ownership and responsibility for an EqlA lies at Head of Service level, however, Service Managers and frontline staff are important in the assessment process as they will not only be involved in implementing the necessary actions identified following an assessment but also helping to integrate and mainstream equalities into service planning.

For some assessments, particularly smaller ones, it may be more appropriate to have a 'virtual team' with one or two people taking responsibility for it, but drawing on the knowledge and expertise of others as and when necessary. To avoid duplication, try and undertake an EqlA as part of a review. For example, if you are reviewing your service plan, an EqlA could be undertaken at the same time.

1.4 When should I carry out EqlA?

- ***Planned EqlA***

A timetable that lists priority services, functions, policies or strategies across all business units and service areas that require an EqlA. This list will have been agreed by the Group Equality & Diversity Group and identifies which officer is responsible and the planned timescale.

- ***EqlA of decisions***

The law requires us to consider equality for any 'proposed new or changing policies, services or functions', or financial decisions which would have an effect on services. EqlA should be carried out at the formative stage of policy making, before decisions are made.

The results of EqlA should be included with reports to decision makers as an attached EqlA form.

- ***EqlA and the commissioning cycle***

EqlA is relevant to commissioning at several stages; for example it provides a way to assess need, reviewing existing services, or develop service specifications.

If in doubt as to whether to undertake an EqlA, contact the equality team on 01926 412497 or email equalities@warwickshire.gov.uk

Equality Impact Assessment/ Analysis (EqIA)

Group	Environment Services
Business Units/Service Area	Engineering Design Services – Traffic Control & Information Systems (TC&IS)
Plan/ Strategy/ Policy/ Service being assessed	The removal of Puffin Crossing on Bridge Street near Mill Lane, Barford
Is this is a new or existing policy/service? If existing policy/service please state date of last assessment	Existing Puffin crossing implemented in April, 2003. 2011
EqIA Review team – List of members	Gafoor Din – Section Manager TC&IS
Date of this assessment	July, 2019
Signature of completing officer (to be signed after the EqIA has been completed)	
Are any of the outcomes from this assessment likely to result in complaints from existing services users and/ or members of the public? If yes please flag this with your Head of Service and the Customer Relations Team as soon as possible.	YES
Name and signature of Head of Service (to be signed after the EqIA has been completed)	Scott Tompkins
Signature of GLT Equalities Champion (to be signed after the EqIA is completed and signed by the completing officer)	

A copy of this form including relevant data and information to be forwarded to the Group Equalities Champion and the Corporate Equalities & Diversity Team



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Form A1

INITIAL SCREENING FOR STRATEGIES/POLICIES/FUNCTIONS FOR EQUALITIES RELEVANCE TO ELIMINATE DISCRIMINATION, PROMOTE EQUALITY AND FOSTER GOOD RELATIONS



High relevance/priority



Medium relevance/priority



Low or no relevance/ priority

Note:

1. Tick coloured boxes appropriately, and depending on degree of relevance to each of the equality strands
2. Summaries of the legislation/guidance should be used to assist this screening process

Business Unit/Services:	Relevance/Risk to Equalities																													
State the Function/Policy /Service/Strategy being assessed:	Gender			Race			Disability			Sexual Orientation			Religion/Belief			Age			Gender Reassignment			Pregnancy/ Maternity			Marriage/ Civil Partnership (only for staff)					
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Removal of Puffin Crossing on Bridge Street near Mill Lane, Barford			✓			✓	✓					✓			✓			✓			✓			✓			✓			✓
Are your proposals likely to impact on social inequalities e.g. child poverty for example or our most geographically disadvantaged communities? If yes please explain how.																								NO						
Are your proposals likely to impact on a carer who looks after older people or people with disabilities? If yes please explain how.																								NO						

Form A2 – Details of Plan/ Strategy/ Service/ Policy

<u>Stage 1 – Scoping and Defining</u>	
(1) What are the aims and objectives of Plan/Strategy/Service/Policy?	Removal of Puffin Crossing on Bridge Street near Mill Lane, Barford
(2) How does it fit with Warwickshire County Council's wider objectives?	It complies with the current Policy for the Provision of Pedestrian Crossings. Constant approach for providing this type of facility thought out the County. Ensures that the available resources are used effectively.
(3) What are the expected outcomes?	Capital and revenue savings for not retaining the Puffin crossing
(4) Which of the groups with protected characteristics is this intended to benefit? (see form A1 for list of protected groups)	None
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the plan/ strategy/ service/ policy?	12 hour (7 am to 7pm) pedestrian classified count (video); 12 hour (7 am to 7pm) vehicle classified count (video); Pedestrian injury accident record of the site over a period of last three years; Width of the road
(2) Have you consulted on the plan/ strategy/ service/policy and if so with whom?	County Councillor, Parish Council, letters to the residents directly affected by the proposal; Public Notice (on site and local newspaper); Police; Warwick District Council. During the consultation period we have only received one objection to the proposal from a resident in Sherbourne (who is registered as blind with Warwickshire County Council) and none from any residents actually living in Barford itself. His objection has been supported by (i) Royal National Institute of Blind People, (ii) The National Federation of the Blind of the UK and (iii) The Guide Dogs for the Blind Association.

(3) Which of the groups with protected characteristics have you consulted with?	A comprehensive list of groups and organisation were involved in the production of the County Council's third Local Transport Plan (2011 – 2026) and the existing policy on this matter was approved during this process.		
<u>Stage 3 – Analysis of impact</u>			
(1) From your data and consultations is there any adverse or negative impact identified for any particular group which could amount to discrimination? If yes, identify the groups and how they are affected.	<p style="text-align: center;">RACE No</p>	<p style="text-align: center;">DISABILITY Yes - May take longer to cross the road i.e. visually impaired persons as they will not be able to see when it is safe to cross the road</p>	<p style="text-align: center;">GENDER No</p>
	<p style="text-align: center;">MARRIAGE/CIVIL PARTNERSHIP No</p>	<p style="text-align: center;">AGE Yes (May take longer to cross the road)</p>	<p style="text-align: center;">GENDER REASSIGNMENT No</p>
	<p style="text-align: center;">RELIGION/BELIEF No</p>	<p style="text-align: center;">PREGNANCY MATERNITY No</p>	<p style="text-align: center;">SEXUAL ORIENTATION No</p>

<p>(2) If there is an adverse impact, can this be justified?</p>	<p>Yes - A detailed investigation was carried out which included a 12 hour (7:00 am to 7:00 pm) pedestrian / vehicle survey which took place on 19 June, 2018 to monitor the use of the crossing. The average vehicle flow and pedestrians count over the four busiest hours in the day were 278 and 21 respectively. Based on these figures the justification was calculated to be 1%, therefore the outcome of the investigation based on the Council's policy is that a Puffin crossing is no longer justified at this location. It was also noted that during the period between 7:00 am and 7:00 pm only 128 pedestrians crossed the road.</p> <p>To justify this type of facility we normal expect an average vehicle flow and pedestrians count over the four busiest hours in the day to be 1000 and 90 respectively i.e. justification of 90%. The level of justification ensures that the available resources i.e. capital and revenue are used effectively.</p>
<p>(3)What actions are going to be taken to reduce or eliminate negative or adverse impact? (this should form part of your action plan under Stage 4.)</p>	<p>As part of the works when the Puffin crossing is being removed we will provide tactile paving and dropped kerbs in order to assist the disabled and visually impaired to cross the road. We will also monitor the effects over one year to determine if any highway improvements are required i.e. parking restriction, traffic calming measures, school crossing control person, variable message sign, etc.</p>
<p>(4) How does the plan/strategy/service/policy contribute to promotion of equality? If not what can be done?</p>	<p>It shows that we have a consistent approach on this matter countywide i.e. providing controlled pedestrian facilities where they are justified in accordance with the County Council policy. The investigation has indicated that vehicle movements have reduced considerable since the Puffin crossing was initially implemented in April 2003. This is because through traffic is now using the Barford bypass which was constructed in 2008. As a result, the degree of conflict between pedestrians and traffic has reduced. It has been observed that individuals are crossing the road without the aid of the Puffin crossing therefore the Puffin crossing is only occasionally being used during the whole day.</p>

(5) How does the plan/strategy/service/policy promote good relations between groups? If not what can be done?

It shows that we have a consistent approach on this matter countywide i.e. providing controlled pedestrian facilities where they are justified in accordance with the County Council policy. In this case, the average vehicle flow and pedestrians count over the four busiest hours in the day was 278 and 21 respectively. Based on these figures the justification was calculated to be 1%, therefore the outcome of the investigation based on the policy is that a Puffin crossing is no longer justified at this location. It was also noted that during the period between 7:00 am and 7:00 pm only 128 pedestrians crossed the road. To justify this type of facility we would normally expect an average vehicle flow and pedestrians count over the four busiest hours in the day to be 1000 and 90 respectively.

(6) Are there any obvious barriers to accessing the service? If yes how can they be overcome?

No

Stage 4 – Action Planning, Review & Monitoring

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EqIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments

(2) Review and Monitoring
State how and when you will monitor policy
and Action Plan

Once the crossing has been removed we will monitor the effects after a year to determine if any highway improvements are required i.e. parking restriction, traffic calming measures, school crossing control person, variable message sign, etc. This will be done by on site observations and by seeking feedback from the elected member for this area.

Please annotate your policy with the following statement:

'An Equality Impact Assessment/ Analysis on this policy was undertaken on (date of assessment) and will be reviewed on (date three years from the date it was assessed).