



EQUALITY IMPACT ASSESSMENT/ ANALYSIS (EqIA)

A444 Corridor Improvements

Equality Impact Assessment/ Analysis (EqIA)

Group	Communities
Business Units/Service Area	Transport and Economy
Plan/ Strategy/ Policy/ Service being assessed	A444 Corridor Improvement
Is this is a new or existing policy/service? If existing policy/service please state date of last assessment	Proposed New Highway Capacity Enhancement Scheme in Nuneaton
EqIA Review team – List of members	Alan Law Nick Dauncey
Date of this assessment	05/05/16
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 / NO
Name and signature of Head of Service (to be signed after the EqIA has been completed)	Mark Ryder
Signature of GLT Equalities Champion (to be signed after the EqIA is completed and signed by the completing officer)	Phil Evans

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

Form A1

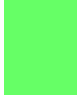
INITIAL SCREENING FOR STRATEGIES/POLICIES/FUNCTIONS FOR EQUALITIES RELEVANCE TO ELIMINATE DISCRIMINATION, PROMOTE EQUALITY AND FOSTER GOOD RELATIONS



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

Relevance/Risk to Equalities									
Business Unit/Services:	Gender	Race	Disability	Sexual Orientation	Religion/Belief	Age	Gender Reassignment	Pregnancy/ Maternity	Marriage/ Civil Partnership (only for staff)
Proposed New Highway Capacity Enhancement Scheme in Stratford:	✓	✓	✓	✓	✓	✓	✓	✓	✓
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.	✓	✓	✓	✓	✓	✓	✓	✓	✓
Are your proposals likely to impact on a carer who looks after older people or people with disabilities? If yes please explain how.	✓	✓	✓	✓	✓	✓	✓	✓	✓

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

Stage 1 – Scoping and Defining

(1) What are the aims and objectives of Plan/Strategy/Service/Policy?

(a) General

- To address current congestion issues on the A444 major growth corridor
- To ensure high quality sustainable infrastructure is provided to encourage modal shift and accessibility to all users.
- To ensure adequate highway capacity is available to deliver Borough Plan housing and employment allocations.
- To provide economic stimulus and remove barriers to economic growth.

(b) CWLEP Strategic Economic Plan

- The scheme features within the 7 CWLEP SEP Transport Priorities which sets out the key transport investment plans within the Coventry and Warwickshire geographic area. SEP Priority 3: A444 North-South Corridor and Priority 7: Housing and Local Growth Accessibility are relevant to this project.
- Phase 2 of the project enables the full potential of the funded Phase 1 (Growth Deal 1) A444 Coton Arches roundabout improvements to be realised and complements the Getting West Nuneaton Moving: Bermuda Connection, Transforming Nuneaton and Cycle Coventry and Warwickshire (subject to a separate Full Business Cases) scheme proposals through provision of enhanced capacity on the North-South A444 corridor.
- This project forms a major piece of highway infrastructure upgrade, which together with current and further phases of NUCKLE, and additional cycle infrastructure (in partnership with Coventry City Council) form three transport pillars to support growth along the A444 corridor.

(2) How does it fit with Warwickshire County Council's wider objectives?

(a) Shaping the Future – Warwickshire's One Organisational Plan 2014 – 2018

The A444CS scheme proposal provides an improved and comprehensive service provision and efficient transport network to ensure Nuneaton, Warwickshire and the sub region communities and businesses are supported by excellent transport infrastructure to enable access to services and facilities. The introduction of signal control at various locations on the A444 corridor will improve safety for all road users.

(b) Warwickshire Local Transport Plan 3 (LTP3) 2011-2026

Two LTP3 area strategies can be applied to the delivery of this scheme:

Key Objectives – North-South Corridor

- Support the local and sub-regional economy, including the Coventry to Nuneaton growth corridor, the various town and city centres within the corridor, Warwick University and major (re)development sites;
- Support future housing and employment growth within Nuneaton and Bedworth Borough, Warwick District, Rugby Borough, Coventry City and Hinckley and Bosworth Borough; and
- Reduce the environmental impact of traffic within the corridor and improve local air quality.

Key Objectives– Nuneaton and Bedworth Urban Area Strategy

- Support the regeneration of Nuneaton and Bedworth town centres and the stability and growth of the local economy;
- Support future housing and employment growth within the Borough, including development within the Coventry to Nuneaton growth corridor;
- Support access to services and facilities, particularly for those without access to a car; and
- Reduce the environmental impact of traffic within the Borough and improve local air quality

(c) Nuneaton and Bedworth Borough Council Draft Borough Plan

The scheme will enable major housing and employment growth to come forward by improving journey time reliability, reducing vehicle delays and improving permeability and connectivity for pedestrians and cyclists.

(3) What are the expected outcomes?

Quantitative:

- 1,063 new jobs
- Commercial Floorspace constructed 52 ha
- Gross Value Added (GVA) of £52.35m
- Significant reductions in PM (16:00 to 19:00) network journey times from 371 seconds (without scheme) to 212 seconds (with scheme) in 2020/21

Qualitative:

- Improved journey time reliability for car borne commuters, bus passengers and freight deliveries.
- Health benefits associated with reduced driver stress and frustration.
- Increased business confidence due to reduced traffic congestion.
- Perceived safety improvements for pedestrians and cyclists and increased sustainable mode share.
- Improved permeability/reduced community severance through provision of enhanced crossing facilities.

(4) Which of the groups with protected characteristics is this intended to benefit? (see form A1 for list of protected groups)

The project is intended to benefit all users of the A444 Major Growth Corridor in Nuneaton by improving journey time reliability, provision of an enhanced foot/cycleway and safe crossing facilities.

Stage 2 - Information Gathering

(1) What type and range of evidence or information have you used to help you make a judgement about the plan/ strategy/ service/ policy?

The scheme is required to facilitate significant housing and employment growth in Nuneaton. This is based on evidence to support the Nuneaton and Bedworth Borough Council (NBBC) Draft Borough Plan 2015,

Warwickshire County Council (WCC) undertook a preliminary engineering assessment of the scheme in 2013/14.

The comparative performance of each option at A444 was evaluated in through both strategic S-Paramics micro-simulation models and cordon models. An economic assessment of scheme benefits was also undertaken.

Further design work is currently being undertaken for the scheme.

(2) Have you consulted on the plan/ strategy/ service/policy and if so with whom?

The scheme is in the public domain through inclusion within Borough Plan evidence base, including the IDP and Strategic Transport Assessments, and is supported by NBBC (letter of support in Appendix G).

Phase 1 A444 Coton Arches Roundabout Signalisation has been widely publicised and local businesses/stakeholders have awareness that this is linked to wider corridor improvements.

Sustrans have reviewed the proposed pedestrian/cycle infrastructure and the cycle improvements incorporated in the scheme. The additional network and crossing facilities are included within the recently updated WCC Nuneaton cycle network plan.

Formal consultation with all stakeholders will be undertaken in May 2017.

(3) Which of the groups with protected characteristics have you consulted with?

It is proposed to consult with a wide range of local interest groups and disability groups to ensure proposals are fully accessible to all groups in society, particularly people with mobility problems or with a visual or auditory impairment.

Stage 3 – Analysis of impact

(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.

The proposed scheme has not yet been subject to a full Distributional Impact Appraisal. However, the following table (TAG Unit A4.2 Distributional Impact Appraisal) highlights the demographic groups which could experience beneficial and /or adverse impacts as a result of scheme implementation.

Scope of Socio-Demographic Analyses for Distributional Impacts

Dataset/social group	User Benefits	Noise	Air Quality	Accidents	Security	Severance	Accessibility	Affordability
Income Distribution	✓	✓	✓	✓		✓	✓	
Children: proportion of population <16	✓	✓	✓	✓		✓	✓	
Young adults: proportion of population aged 16-25	✓	✓	✓	✓		✓	✓	
Older people: proportion of population aged 70+	✓	✓	✓	✓		✓	✓	
Proportion of population with a disability	✓	✓	✓	✓		✓	✓	
Proportion of population of Black & Minority Ethnic (BME) origin	✓	✓	✓	✓		✓	✓	
Proportion of households without access to a car	✓	✓	✓	✓		✓	✓	
Carers: proportion of households with dependent children	✓	✓	✓	✓		✓	✓	

(2) If there is an adverse impact, can this be justified?

The A444 Corridor Improvement scheme is not expected to generate significant adverse impacts but this will be confirmed at planning stage through noise and air quality assessment work.

<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>	<ul style="list-style-type: none"> • The scheme will also undergo Road Safety and Cycle Audit during the design process to reduce the risk of adverse impacts on vulnerable road users. • Consultation with local stakeholders to inform the design process. • Production of promotional materials in different languages and formats, e.g. braille, if required.
<p>(4) How does the plan/strategy/service/policy contribute to promotion of equality? If not what can be done?</p>	<p>The proposed scheme is designed to improve journey time reliability for bus users and contribute towards enhancing access to public transport, employment and housing – all of which will support economic growth and provide health and environmental benefits that can be shared by all Warwickshire residents.</p>
<p>(5) How does the plan/strategy/service/policy promote good relations between groups? If not what can be done?</p>	<p>The project supports smarter choices measures, e.g. sustainable travel by public transport, walking and cycling. This targets and benefits all groups. Consultation material will be made available in a number of languages and formats, e.g. braille, if required.</p>
<p>(6) Are there any obvious barriers to accessing the service? If yes how can they be overcome?</p>	<p>None.</p>
<p>(7) What are the likely positive and negative consequences for health and wellbeing as a result of this plan/strategy/service/policy?</p>	<p><u>Positive Consequences</u></p> <ul style="list-style-type: none"> • Improved journey time reliability for car borne commuters, bus passengers and freight deliveries. • Health benefits associated with reduced driver stress and frustration. • Increased business confidence due to reduced traffic congestion. • Perceived safety improvements for pedestrians and cyclists and increased sustainable mode share. • Improved permeability/reduced community severance through provision of enhanced crossing facilities. <p><u>Negative Consequences</u></p> <p>The project is likely to increase junction throughput and network speeds. However, the consequent reduction in traffic congestion is expected to improve local air quality. Noise and air quality assessments are proposed at planning application stage.</p>
<p>(8) What actions are going to be taken to reduce or eliminate negative or adverse impact on population health? (This should form part of your action plan under Stage 4.)</p>	<p>Work in partnership with local businesses in Nuneaton and WCC Public Health to promote the overall health benefits of sustainable transport options.</p>

<p>(9) Will the plan/strategy/service/policy increase the number of people needing to access health services? If so, what steps can be put in place to mitigate this?</p>	<p>No.</p>
<p>(10) Will the plan/strategy/service/policy reduce health inequalities? If so, how, what is the evidence?</p>	<p>The proposed scheme includes dedicated foot/cycleway provision and enhanced crossing facilities to reduce the risk of community severance. Traffic modelling predictions also show that the scheme is expected to provide air quality benefits by reducing queues and delays at a key pinch point.</p>

<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p> <p>If No Further Action is required then go to – Review & Monitoring</p> <p>(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.</p>	<p>No Further Action.</p>
<p>(2) Review and Monitoring</p> <p>State how and when you will monitor policy and Action Plan</p>	<ul style="list-style-type: none"> • Monitor feedback from County Councillors and stakeholders involved in the community engagement process. • Monitor the feedback directed at the County Council by local residents and relevant stakeholders. • Monitor the number pedestrians and cyclists using the dedicated foot/cycleway improvements delivered through the project. • Monitor the extent and context of the coverage by the local media. • Monitor feedback from external stakeholders involved in the Project, e.g. Coventry and Warwickshire Local Enterprise Partnership, Nuneaton and Bedworth Borough Council, Network Rail, Sustrans.

Please annotate your policy with the following statement:

‘An Equality Impact Assessment/ Analysis on this policy was undertaken on (05/05/16) and will be reviewed on 05/05/19.’