

EQUALITY IMPACT ASSESSMENT

Name of activity:	A27 ARUNDEL IMPROVEMENTS	Date Completed:	27 November 2020		
Directorate / Division responsible for activity:	Chief Executive / Leader of the Council & Economy	Lead Officer:	Nigel Lynn Chief Executive		
Existing Activity	×	New / Proposed Activity	✓	Changing / Updated Activity	×

What are the aims / main purposes of the activity?

To provide a response to Highways England following the Preferred Route Announcement
NB this EIA relates to the response and not to the Highways England proposals or announcement.

What are the main actions and processes involved?

Consideration of the implications of the route choice in terms of socio-economic impacts together with environmental and other impacts.
NB the improvements to the A27 Trunk road at Arundel are being provided by others and Arun DC does not have a decision-making part to play in the project.

Who is intended to benefit & who are the main stakeholders?

Users of the national and local road networks; the residents of, and visitors to, Arun District; locally affected residents and businesses

Have you already consulted on / researched the activity?

The promoter of the road improvements (Highways England) has undertaken arrange of consultation activities, the latest of which concluded in October 2019. The Council provided a formal response to that exercise following consideration and debate at Full Council

Impact on people with a protected characteristic (What is the potential impact of the activity? Are the impacts high, medium or low?)

Protected characteristics / groups	Is there an impact (Yes / No)	If Yes, what is it and identify whether it is positive or negative
Age (older / younger people, children)	Potentially	Provision of safeguards to ensure safety of road users and all those living, working or recreating in the vicinity of the new road

Disability (people with physical / sensory impairment or mental disability)	Yes	Provision of suitable design/mitigation to ensure equalities compliant access is available for road users and all those living, working or recreating in the vicinity of the new road to ensure no adverse impacts
Gender reassignment (the process of transitioning from one gender to another.)	No	
Marriage & civil partnership (Marriage is defined as a 'union between a man and a woman'. Civil partnerships are legally recognized for same-sex couples)	No	
Pregnancy & maternity (Pregnancy is the condition of being pregnant & maternity refers to the period after the birth)	No	
Race (ethnicity, colour, nationality or national origins & including gypsies, travellers, refugees & asylum seekers)	No	
Religion & belief (religious faith or other group with a recognised belief system)	No	
Sex (male / female)	No	
Sexual orientation (lesbian, gay, bisexual, heterosexual)	No	
Whilst Socio economic disadvantage that people may face is not a protected characteristic; the potential impact on this group should be also considered	potentially	In due course a Local Impact Statement will be developed by the Council and others – only at that point will impacts (positive or negative) be identified

What evidence has been used to assess the likely impacts?
Data provided by Highways England

Decision following initial assessment			
Continue with existing or introduce new / planned activity	Yes	Amend activity based on identified actions	No

Action Plan			
Impact identified	Action required	Lead Officer	Deadline
Currently detailed design is not available to indicate any identified impacts that have not been mitigated	Prepare Local Impact Statement	KR	Build into design process

Monitoring & Review	
Date of last review or Impact Assessment:	N/A
Date of next 12 month review:	26 November 2021 or at the Statutory Community Consultation Stage if sooner
Date of next 3 year Impact Assessment (from the date of this EIA):	26 November 2023

Date EIA completed:	27 November 2020
Signed by Person Completing:	Nigel Lynn – Chief Executive