

Warwickshire County Council Equality Impact Assessment (EIA) Form

The purpose of an EIA is to ensure WCC is as inclusive as possible, both as a service deliverer and as an employer. It also demonstrates our compliance with Public Sector Equality Duty (PSED).

This document is a planning tool, designed to help you improve programmes of work by considering the implications for different groups of people. A guidance document is available [here](#).

Please note that, once approved, this document will be made public, unless you have indicated that it contains sensitive information. Please ensure that the form is clear and easy to understand. If you would like any support or advice on completing this document, please contact the Equality, Diversity and Inclusion (EDI) team on 01926 412370 or equalities@warwickshire.gov.uk

Service / policy / strategy / practice / plan being assessed	A46 Strategic Link Road: proposal for a new transport corridor between the A46 Stoneleigh Junction and the South of Coventry & University of Warwick.
Business Unit / Service Area	Environment Services, Communities
Is this a new or existing service / policy / strategy / practice / plan? If an existing service / policy / strategy / practice / plan please state date of last assessment	This is a proposed new addition to highway infrastructure
EIA Review team – list of members	Paul Bentley (Team Leader, Engineering Design Services) Nicola van der Hoven (Section Manager, EDS)
Do any other Business Units / Service Areas need to be included?	No
Does this EIA contain personal and / or sensitive information?	No
Are any of the outcomes from this assessment likely to result in complaints from existing services users, members of the public and / or employees? If yes please let your Assistant Director and the Customer Relations Team know as soon as possible	Not from the assessment, but it is expected that there will be significant engagement from service users and members of the public regarding the proposal.

1. Please explain the background to your proposed activity and the reasons for it.

In December 2016 Cabinet approved the development of the A46 Link Road scheme, working in partnership with Warwick District Council and Coventry City Council, and authorised the Strategic Directors for Communities and Resources to take all necessary steps to prepare the scheme for implementation.

The A46 Strategic Link Road has been developed to a high-level feasibility stage in accordance with the vision to support planned sub-regional housing and employment growth within Warwick District, Coventry City and the wider A46/ A45 corridor. This will ensure that local residents and businesses within Coventry and Warwickshire are able to take advantage of the economic opportunities afforded by growth and development in the sub region.

The proposed strategic link road would see a new transport corridor between Stoneleigh Junction on the A46 and Westwood Heath Road in Coventry, with a direct connection into the University of Warwick. The scheme would also include improvements to a number of local junctions within Coventry to help mitigate the predicted impacts of the scheme in that area of the city.

The aim if the scheme is to achieve the following objectives:

- To facilitate and support the housing and employment proposals contained within the Local Plans for Warwick District and Coventry City
- To support the growth aspirations of the University of Warwick (UoW), Stoneleigh Park and other key existing and proposed employment sites within the immediate area and wider A46 corridor in the context of the adopted Local Plans,
- To ensure the Coventry and Warwickshire area is well connected to the economic opportunities which will arise as a result of growth and development in the region including HS2 and associated growth at UK Central;
- To provide additional resilience to the Strategic Road Network (specifically the M6, M42, A46 and A45) through the delivery of a new high-quality link.
- To help reduce congestion in the A45 corridor which will allow further housing growth to come forward in North West, West and South West Coventry and parts of Warwick District; and
- To unlock land to help realise the opportunity for a number of strategic sustainable transport infrastructure improvements in the area, including a new railway station to serve the University of Warwick, improved access to Tile Hill station, bus priority and a network of pedestrian and cycle routes.

2. Please outline your proposed activity including a summary of the main actions.

The proposed full development of the A46 Strategic Link Road scheme, working in partnership with Coventry City Council and Warwick District Council, are as follows:

- New link road constructed between the upgraded A46 Stoneleigh Road junction and Westwood Heath Road in Coventry, with a direct connection into the University of Warwick. The scheme would also include improvements to a number of local junctions within Coventry to help mitigate the predicted impacts of the scheme in that area of the city.

- At the eastern end, the new link road is proposed to connect directly onto the improved junction between the A46 and Stoneleigh Road, with the addition of a left-in, left-out junction to the proposed King's Hill development. It would continue to the A429 Kenilworth Road, where a new roundabout would be constructed connecting to the A429 Kenilworth Road, with a possible additional connection to a proposed new railway station and interchange. From the A429 Kenilworth Road, the new link road could then connect to Westwood Heath Road, as well as providing an opportunity for direct access into the University of Warwick.
- The new road would be a dual carriageway with segregated cycle and pedestrian facilities on one or both sides of the carriageway, until the junction with University of Warwick. At this point the link road would reduce to single carriageway road with continued segregated cycle and pedestrian facilities provision. Additional capacity could also be made available for additional sustainable transport options such as a possible dedicated bus lane, capacity for very light rail (VLR) and potential direct transport links into University of Warwick.

The development of the above set of outputs will depend on the outcome of the Issues and Options Consultation the results of which will be taken for formal approval to process to the WCC Cabinet.

The next key activity within the project is as follows, and moving on from the consultation activity is dependent on WCC Cabinet decision:

- I. undertaking public consultation;
- II. completing detailed feasibility design and determining land requirements;
- III. negotiating terms for any necessary land acquisitions, alterations to private accesses and any 3rd party agreements required for the scheme;
- IV. preparing applications for planning permission and any other statutory consents;
- V. determining the procurement strategy; and
- VI. preparing and submitting applications for funding, or support Coventry City Council in preparing and submitting applications for funding.

3. Who is this going to impact and how? (customers, service users, public and staff)

The overall scheme through consultation, design development and construction has the potential to impact; local residents, landowners, business and organisations, travelling public, pedestrians, cyclists, equestrians, and the extent of these impacts will vary dependant on stakeholder type and location, and will include positive and negative impact.

A public consultation exercise will outline the overall principles of the scheme, what the impacts are and give the public an opportunity to comment on the scheme and feedback their opinions, this information will be fed into reporting to the decision making and informing the development of any chosen option.

In the south Coventry area there currently exists a traffic route which includes some pedestrian and cycling facilities, via Stoneleigh Road, Gibbet Hill Road and Westwood Heath Road, there is also a system of minor roads, footpaths and cycle paths. The proposed scheme will include a more direct route for motorised traffic which will reduce congestion on the current traffic route and improve conditions for pedestrians and cyclists and, will also in itself provide a complete link for pedestrians and cyclists. The scheme design will be in

accordance with the Design Manual for Roads and Bridges and will be DDA compliant, where these are achievable where there are existing highway features.

4. Please analyse the potential impact of your proposed activity against the protected characteristics.

N.B Think about what actions you might take to mitigate / remove the negative impacts and maximize on the positive ones. This will form part of your action plan at question 7.

	What information do you have? What information do you still need to get?	Positive impacts	Negative impacts
Age	None New infrastructure to be provided anticipating that people of all ages will be able to access it.	Improvements will be provided in compliance with the Design Manual for Roads and Bridges and the Disability Discrimination Act.	Additional traffic on some roads. Changes to current traffic flow patterns.
Disability <i>Consider</i> <ul style="list-style-type: none"> • Physical disabilities • Sensory impairments • Neurodiverse conditions (e.g. dyslexia) • Mental health conditions (e.g. depression) • Medical conditions (e.g. diabetes) 	None New infrastructure to be provided anticipating that people with disabilities may access it.	Improvements will be provided in compliance with the Design Manual for Roads and Bridges and the Disability Discrimination Act.	Additional traffic on some roads. Changes to current traffic flow patterns.
Gender Reassignment	No expected impact		
Marriage and Civil Partnership	No expected impact		
Pregnancy and Maternity	No expected impact		
Race	No expected impact		
Religion or Belief	No expected impact		
Sex	No expected impact		
Sexual Orientation	No expected impact		

5. What could the impact of your proposed activity be on other vulnerable groups e.g. deprivation, looked after children, carers?

Specific impact on these groups will be minimal;

The scheme is proposing to include sustainable transport measure, specifically in active travel. This should have a positive affect allowing more active travel links in the area to residential and employment sites.

6. How does / could your proposed activity fulfil the three aims of PSED, giving due regard to:

- *the elimination of discrimination, harassment and victimisation*
- *creating equality of opportunity between those who share a protected characteristic and those who do not*
- *fostering good relationships between those who share a protected characteristic and those who do not*

The new transport corridor will be design in accordance with all relevant legislation and current design criteria. This will include provision so all groups can access the corridor in as safe a manner as possible.


7. Actions – what do you need to do next?

Consider:

- Who else do you need to talk to? Do you need to engage or consult?
- How you will ensure your activity is clearly communicated
- Whether you could mitigate any negative impacts for protected groups
- Whether you could do more to fulfil the aims of PSED
- Anything else you can think of!

Action	Timescale	Name of Person Responsible
Public Consultation	8 Weeks	P Bentley
Engage with user groups during feasibility and detailed design. Eg Cycle forums RNIB Ecology	2 Years	P Bentley
Further public consultation on the option being developed for detailed design	2 years	P Bentley

8. Sign off.

Name of person/s completing EIA	Paul Bentley
Name and signature of Assistant Director	Scott Tompkins 
Date	25.11.20
Date of next review and name of person/s responsible	November 2021