

## Equalities Impact Assessment – Swyncombe Avenue No Entry

*Supporting Information, Question 2. Who is the policy/ proposal going to effect and in what way? Please use evidence to support your analysis. Use separate sheets if necessary.*

All those that live on and travel through Swyncombe Avenue affected by the project, and also those that live, work and travel in Brentford, Hanwell and Northfields who may have already been affected by the implementation of Low Traffic Neighbourhoods. All of whom will have the equality characteristic, but the impact is not likely to be on grounds of equality.

The trial measure looks to reduce the amount of through traffic using Swyncombe Avenue. The proposal is to implement an eastbound “No Entry” restriction that will prohibit all vehicles from accessing the road from Boston Manor Road. Access by vehicle is maintained to all properties within Swyncombe Avenue from the east.

The proposal seeks to deliver lower traffic volumes across a wide residential area, that benefits all residents through quieter, cleaner, healthier streets that support active modes of travel. However, lower traffic volumes will also support local journeys for those with disabilities who may be reliant on a car for the some of their journeys. The proposal will be a trial and will be monitored through the trial period to understand their impact on local residents, business and visitors to the area.

The proposals being taken forward have been informed by resident feedback and traffic data, which allowed for analysis of the speed, volume and size of vehicles across the local road network.

The measures and changes to access are as follows:

1) Swyncombe Avenue

Eastbound – prohibition of motor vehicles.

Westbound – existing prohibition of goods vehicles exceeding 7.5 tonnes will remain in place.

Access to pedestrians, cyclists, mobility scooters, wheelchair users and people pushing prams / buggies remains unrestricted.

Change to vehicular access: All vehicles must find an alternative route via the A4 / Boston Manor Road / Windmill Road/ Ealing Broadway. It is recognised that this will make vehicle journeys longer for through traffic and for residents of Swyncombe Avenue; there will also be impacts on neighbouring roads.

Blue badge holders will not be permitted to pass the restriction, nor will private hire vehicles or visitors. The impact of this will need to be monitored for the duration of the trial. Initial correspondence was received on the original proposed restriction, no vehicles except buses and permit holders. Some of the points raised are mitigated by the removal of LTN21

- Drivers who use Swyncombe Avenue as a route between Northfields and Ealing to access shops, churches, veterinary services and health services. This proposal will cause economic inconvenience and increased stress.  
(Note: with the removal of LTN21 there are other west to east options)
- Elderly/disabled residents who live in the surrounding area who are reliant on support from family members, will have journey times affected further. Routes are already restricted since the implementation of LTN 21. (Note: LTN21 removed)
- Elderly residents who have mobility issues and rely on the car to go to the shops, the pharmacy and attend hospital appointments.
- Local Residents with underlying health conditions who feel that driving is the best way to travel during the coronavirus pandemic and currently use Swyncombe Avenue.
- Parents who use the road to take children to different schools/nurseries within Brentford and Ealing. Using Swyncombe Avenue by car is the only option to get children to school on time now that LTN21 is implemented. (Note: LTN21 removed)
- Residents are penned into small areas around their houses due to the LTN's implemented by Ealing/Hounslow, this is affecting their mental health as well as impacting minority groups e.g. disabled people, the elderly, parents with young children. (Note, some LTNs in Ealing have been modified or removed, including LTN21)
- MPS comment that they are unable to contravene no entry (Diag. 616) signage which may delay response times.