

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

THE NOTTINGHAMSHIRE COUNTY COUNCIL (SHERBROOK ROAD, ARNOLD) TRAFFIC CALMING

Details are set out:

EMD/HW30042/01

Officers undertaking the assessment:

- Cathy Gillespie, Team Manager, Via East Midlands Ltd
- David Collins, Principal Project Engineer, Via East Midlands Ltd

Assessment approved by:

Gary Wood, Group Manager Highways and Environment, Nottinghamshire County Council.

Date: 21st November 2019

The Public Sector Equality Duty which is set out in the Equality Act 2010 requires public authorities to have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation; Advance equality of opportunity between people who share a protected characteristic and those who do not; Foster good relations between people who share a protected characteristic and those who do not.

The purpose of carrying out an Equality Impact Assessment is to assess the impact of a change to services or policy on people with protected characteristics and to demonstrate that the Council has considered the aims of the Equality Duty.

Part A: Impact, consultation and proposed mitigation

1 What are the potential impacts of proposal? *Has any initial consultation informed the identification of impacts?*

Sherbrook Road is a link between two main distributors, the A60 Mansfield Road and the B6004 Oxclose Lane, about 600m long. There are several properties, some local shops, including a post office, a secondary school and three business centres. The speed limit is 30mph along the whole length of the road. At both ends of the road there are traffic restrictions: a No Entry at the western end and a Turn Left at the eastern end. The section between the junction with Sherbrook Terrace and Prior Road is currently a bus route. The Arnold Fire Station is less than 200m far from Sherbrook Road and the Nottingham University Hospitals NHS Trust and the Oxclose Lane Police Station are within 1km distance Both sides of the carriageway are used for on-road parking, significantly reducing the road width and causing give and take situations at some points.

Sherbrook Road has been subject to an accident investigation by Via East Midlands and the result was that during the period between 1/1/13 and 31/10/17 a total of 4 road injury accidents were recorded by the police. All the collisions were classified as serious and involved vulnerable road users. In particular, three of them involved powered two-wheeler vehicles and the other involved a child pedestrian. Three of the collisions occurred near the shops opposite Prior Road. The accident investigation report recommended to install road humps on Sherbrook Road.

As a result of this accident investigation, it is proposed to introduce 6 No. modified round top (sinusoidal) road humps on Sherbrook Road. These would be 75mm high and 4m long and their

sinusoidal profile would make them suitable for buses and large vehicles. The proposals are detailed on the attached drawing EMD/HW30042/01.

The proposed scheme will not impact on the amount or location of on-street parking available, nor will it impede access to off road parking.

The anticipated impact of the scheme will be to reduce traffic speeds thereby making the crossing of the road by children, elderly and other vulnerable users safer than is the current case. The installation of road humps may give some discomfort to motorists suffering from complaints such as arthritis or back complaints, however this is outweighed by the positive impact on the same people as pedestrians.

2 Protected Characteristics: Is there a potential positive or negative impact based on:

Age	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Disability	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender reassignment	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Pregnancy & maternity	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Race including origin, colour or nationality	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Religion	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Sexual orientation including gay, lesbian or bisexual	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact

3 Where there are potential negative impacts for protected characteristics these should be detailed including consideration of the equality duty, proposals for how they could be mitigated (where possible) and meaningfully consulted on:

How do the potential impacts affect people with protected characteristics <i>What is the scale of the impact?</i>	How might negative impact be mitigated or explain why it is not possible	How will we consult
No negative impact.		

Part B: Feedback and further mitigation

4 Summary of consultation feedback and further amendments to proposal / mitigation

All the local residents and businesses on Sherbrook Road received a questionnaire requesting their views on the proposals, together with an explanatory letter, a plan showing the proposed locations of the humps, and a notice. At the same time, all statutory consultees were consulted, notices were posted in the area, the proposals were advertised on the internet, and a notice was placed in the local

press, in accordance with the Highways Act 1980. The consultation took place from 05/08/19 to 27/08/19.

A total of 255 questionnaires were delivered to the local residents and businesses. The number of questionnaires returned was 71 (27.8 %), of which:

- In favour: 56 (78.9%)
- Not in favour: 13 (18.3%)
- Indifferent: 2 (2.8%)

In addition to that, we received 2 comments by email from residents concerned about the proposals. No responses were received from the other statutory consultees.

The objecting comments received during the consultation can be grouped in relation to:

- Damage to vehicles
- Irresponsible road use
- Environmental impact
- Noise
- Effectiveness in reducing accidents
- Evidence of accidents
- Impact to large vehicles
- Preferred alternatives
- Cost-effectiveness
- Motorbikes

No specific objection was received in relation to particular concerns relating to protected characteristics, beyond ease of access for buses and emergency vehicles. No negative comment has been received in response to consultation from bus operators and the emergency services. However, positive comments were received citing the need to reduce traffic speeds particularly in respect of safeguarding vulnerable pedestrians.

Therefore, no alteration to the scheme is proposed as a result of the EQIA.

Completed EqIAs should be sent to equalities@nottsc.gov.uk and will be published on the Council's website.