

## Equality Impact Assessment (EqIA)

### Introduction

This EqIA is for:

King St / Lindley's Lane & Queen St / Lindley's Lane (parking restrictions) – Traffic Regulation Order 4196

Details are set out:

King St / Lindley's Lane & Queen St / Lindley's Lane (parking restrictions) – Traffic Regulation Order 4196

Officers undertaking the assessment:

Helen North – Improvements Manager  
Dave Walker – District Manager Highways (Broxtowe and Ashfield)

Assessment approved by:

Gary Wood, Group Manager Environment and Highways

Date: 30/05/17.

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?*

Lindley's Lane is a residential road in Kirkby in Ashfield off the B6020 Urban Road, which is the main road running through the town centre. There are a number of small cul-de-sacs leading from Lindley's Lane, including King Street and Queen Street. These roads primarily consist of terraced properties with no off-street parking. On the section of Lindley's lane between King Street and Queen Street the properties consist of terraced properties on the western side and semi-detached properties with parking on the eastern side.

The County Council has received requests from local residents for parking restrictions to address obstructive parking at the junctions of King Street and Queen Street with Lindley's Lane. It has been reported that parking at these junctions is restricting visibility, obstructing dropped kerbs and causing access / egress issues. In response the County Council proposes to introduce 'No Waiting at Any Time' (double yellow lines) around the junctions to improve visibility and safety for both motorists and pedestrians.

These proposals were publicly advertised between 12<sup>th</sup> April 2017 and 10<sup>th</sup> May 2017 and are shown on the attached plan H/04078/2435.

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

Age	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Disability	<input checked="" type="checkbox"/> Positive	<input checked="" type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Gender reassignment	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Pregnancy & maternity	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Race <small>including origin, colour or nationality</small>	<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 <small>including gay, lesbian or bisexual</small>	<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
<p><b>Positive:</b> It was reported that parking close to the junctions was restricting visibility, obstructing dropped kerbs and causing access / egress issues.</p>	<p><b>Negative:</b> See comments below.</p>	<p>All affected frontages, the requester and statutory consultees were written to. The proposals were advertised on site, in the newspaper and were also publicised on NCC's website.</p>

**Part B: Feedback and further mitigation**

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

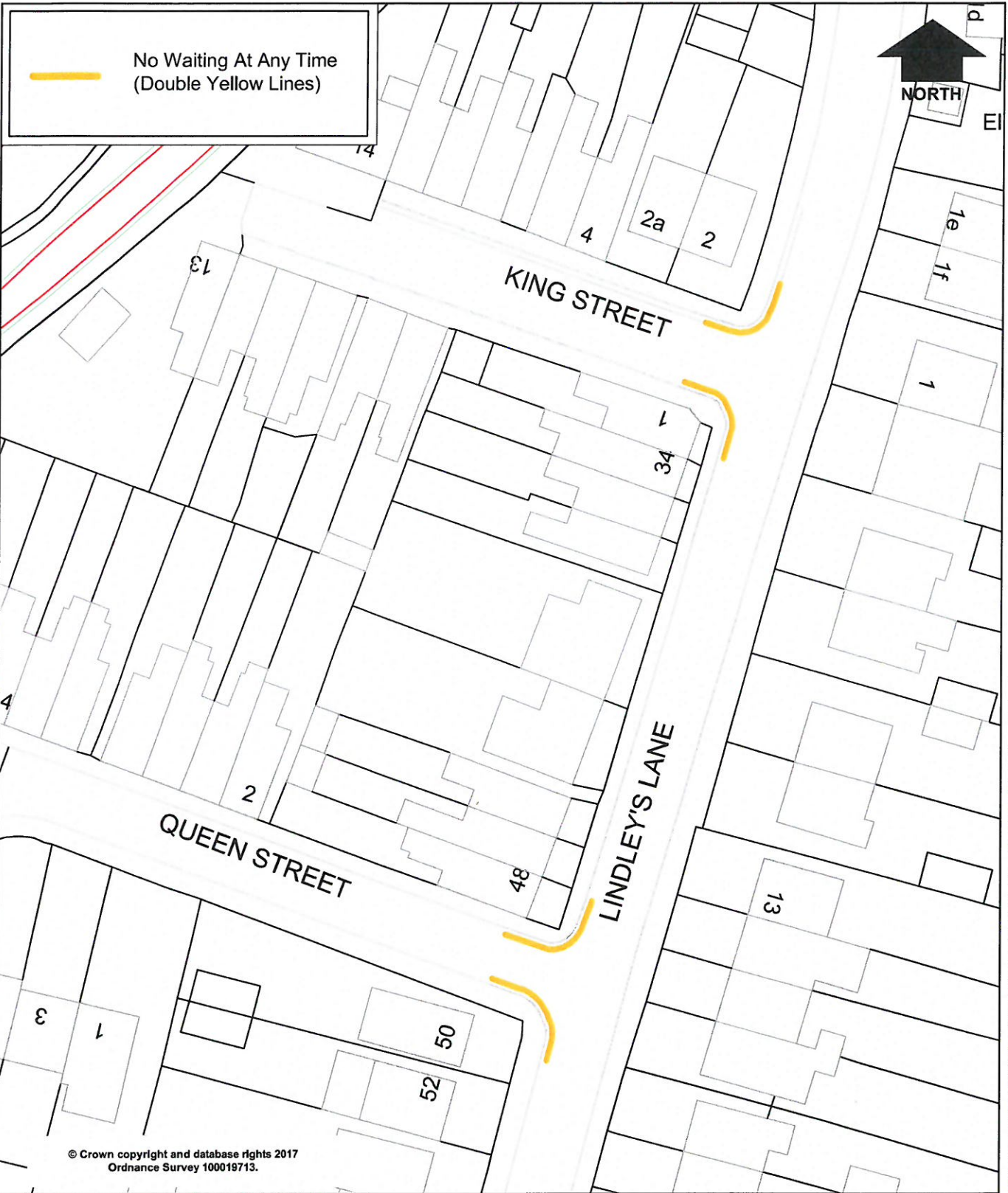
<p>During this consultation period three responses were received. One response was an objection on the basis of a protected characteristic; this is due to the local resident having health / mobility issues which they considered necessitates them being able to park in close their house.</p> <p>The option of applying for an advisory disabled parking bay has been discussed with the respondent. However, they have access to a private driveway and garage at the side of their property they are not eligible for an on-street advisory disabled bay.</p> <p>The proposed double yellow lines have been kept to the minimum lengths (5m rather than the usual 10m) required to ensure the safe operation of the junction. The markings will cover approximately one-third of the property frontage, leaving the remainder un-restricted and available for parking directly outside the property.</p>
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If the respondent parks in close proximity to the junction (within the 5m proposed for the double yellow lines) they will block the dropped kerb pedestrian access and negatively impact on other users ability to safely cross the road; including the elderly, disabled, and those with small children / pushchairs.


As the respondent has off-street parking, including access to unrestricted highway parking over the majority of the frontage of their property and all of the kerb-space at the side of their property (adjacent to their rear entrance and garage), it is not considered that their access to their premises is restricted and no amendments to the proposals are considered necessary.

Completed EqIAs should be sent to [equalities@nottscc.gov.uk](mailto:equalities@nottscc.gov.uk) and will be published on the Council's website.





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	Property No.	Project No. TRO 4196	Ch'kd	Date	
	Title <b>Proposed Double Yellow Lines</b>			Auth	Traced
	Drawing No. <b>H/04078/2435</b>			Scale 1:500	Rev
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