

# Equality Impact Assessment (EqIA)

## Introduction

This EqIA is for:

The Nottinghamshire County Council (Broadgate Avenue, Beeston) (Prohibition of Waiting) Traffic Regulation Order 2017 (5241)
---

Details are set out:

The Nottinghamshire County Council (Broadgate Avenue, Beeston) (Prohibition of Waiting) Traffic Regulation Order 2017 (5241)
---

Officers undertaking the assessment:

Helen North – Improvements Manager, Via East Midlands Ltd Dave Walker - District Highway Manager, Broxtowe and Ashfield, Via East Midlands Ltd
---

Assessment approved by:

Gary Wood, Group Manager Highways and Environment, Nottinghamshire County Council	Date: 3 <sup>rd</sup> October 2017
---	---------------------------------------

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?*

Broadgate Avenue in Beeston is residential cul-de-sac approximately 180m in length. It is accessed from Broadgate, which is a local distributor road linking Beeston Town Centre to the east with Woodside Road to the west. The County Council has received a request from County Councillor Carr to address concerns regarding obstructive parking on the road, which is generated by commuter parking. The request essentially suggested the introduction of a Residents' Parking Scheme.

As the purpose of public highway is for traffic to pass and repass and is not for parking, residents' parking schemes (RPS) are only delivered where the majority of households do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of non-resident parking.

The majority of properties on Broadgate Avenue have off-street parking; the flat complex at the northern end of the cul-de-sac, called The Nook, have a car park which is located on private land beyond the highway boundary.

A parking survey was undertaken in March 2015 and again in May 2016 to determine the parking patterns on the road. The survey indicated that the road experienced minimal non-resident commuter / long-term parking. However, despite the narrow road width and availability of off-street parking, it is

known that vehicles nevertheless park on both sides of the road making access and egress difficult especially for large vehicles such as delivery lorries or refuse collection vehicles.

The road does not meet County Council criteria for the introduction of a residents' parking scheme, nor would the low levels of commuter parking justify one. Such a scheme would also not address problems with obstructive parking along the avenue. It was identified therefore that waiting restrictions on the north-eastern side of Broadgate Avenue would be an appropriate solution to maintain access. Similar restrictions are in place on both sides of Cedar Avenue, an adjacent cul-de-sac, which is very similar in character.

It is proposed to introduce No Waiting, Monday to Saturday 8am – 6pm (Single Yellow Lines) on the north-eastern side of Broadgate Avenue.

**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<br><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<br><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
No negative impact.		

**Part B: Feedback and further mitigation**

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

The statutory consultation and public advertisement of the proposals, detailed on the attached drawing H/04078/2502/01, was carried out between 31st July 2017 and 31<sup>st</sup> August 2017.

Five responses were received to the consultation all of which are considered to be outstanding objections to the scheme. One objector stated that they were expecting the birth of their second child, whom they believed would be born with disabilities; they were concerned that the proposals would adversely affect them by reducing their access to on-street parking.

Nottinghamshire County Council policy is that the provision of advisory disabled bay markings is strictly controlled; this is to ensure that they are only provided where there is a defined need. A marking may be provided to accommodate ambulances regularly visiting the home of a non-driving applicant. However, in all cases markings will only be considered if it can be demonstrated that off-street parking facilities (hard standing areas, driveways, garages) are not available or cannot feasibly be provided.

The respondent does have access to off-street parking, in the form of a private garage, accessed off Broadgate Avenue. The respondent currently uses their garage as a workshop for their business. Unrestricted on-street parking on the highway will remain available on the south-western side of Broadgate Avenue and on the wider highway network. This would continue to offer alternative on-street parking locations for additional vehicles and visitors without obstructing Broadgate Avenue.

As the household has access to a private garage and on-street parking remains available on Broadgate Avenue no alteration to the scheme is proposed as a result of the EQiA.

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