

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:	Main Road, Kirkby Woodhouse – Parking Restrictions	
Details are set out:	The Nottinghamshire County Council (Bird's Lane, Main Road and Swifts View, Kirkby Woodhouse) (Prohibition of Waiting) Traffic Regulation Order 2017 (4201) and bus stop clearways.	
Officers undertaking the assessment:	Helen North – Improvements Manager Elliott Mizen - Facilities & Partnerships Manager	
Assessment approved by:	Gary Wood, Group Manager Highways and Transport Signed: 	25.1.18. Date:

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?*

Kirkby Woodhouse Primary School is located on Main Road in Kirkby Woodhouse, Main Road is a local distributor road and bus route, Nottinghamshire County Council has received complaints from the local bus operator regarding obstructive parking by parents/carers at school pick up and drop off times along Main Road in the vicinity of the school. This includes parking in close proximity to junctions, at bus stops and on both sides of the carriageway. This is impeding the passage of vehicles and pedestrians and the ability of the bus to pull in at stops. The obstructive parking has caused significant problems to the operation of the bus service, inhibiting the bus from stopping to set down and collect passengers and in travelling along the route.

In response, the County Council proposes to introduce waiting and stopping restrictions to prevent obstructive parking and ensure the safe and efficient movement of vehicles and pedestrians on the highway. The proposed restrictions consist of:

- Single yellow line (No Waiting Mon – Fri, 8am – 4.30pm) on the northern side of Main Road;
- Double yellow lines (No Waiting At Any Time) around the bend on the southern side of Main Road and around the junctions of Bird's Lane and Swifts View;

- Bus stop clearways (No Stopping except buses – at any time) at stops AA0272, AS0273, AS0274, AS0275 situated on Main Road.

The proposed restrictions are designed to ensure buses and other users can travel freely along Main Road in the vicinity of Kirkby Woodhouse Primary School and ensure that visibility is maintained at its junctions with Bird's Lane and Swifts View.

The statutory consultation and public advertisement of the proposals, detailed on the attached drawing H/JMR/2540/02 was undertaken between 22nd November and 20th December 2017.

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 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 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>Vehicles are parked in close proximity to junctions; this obstructs visibility for pedestrians and cyclists when crossing the junction and for drivers turning in and out of side roads.</p> <p>Vehicles are parked on both sides of Main Road, partially obstructing footways and impeding the movement of traffic, particularly buses.</p> <p>Bus stops are also obstructed by parked vehicles, which prevents the bus pulling into the kerb and</p>		<p>Affected frontages and statutory consultees were written to. The proposals were advertised on site, in the newspaper and were also publicised on NCC's website.</p>

discharging or picking up passengers from the footway.		
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Part B: Feedback and further mitigation

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

Eleven responses were received to the formal consultation; four of which were supportive and / or made a comment on the proposals; the remaining eight responses are considered outstanding objections to the proposals. One of these objections, from a resident of Swifts View, was on the basis that the proposed restrictions would result in more vehicles migrating from Main Road to park in the side roads. The respondent stated that they and their wife were disabled and that they were concerned that parked vehicles would obstruct their driveway.

Response – Parking migration

It is recognised that there is likely to be some element of displaced parking with any new highway waiting restriction. The junction of Swifts View and Main Road is 200m away from the school entrance and the property in question is approximately 400m away; it is considered that any parking displacement will be dispersed over the wider network and will not significantly affect this location.

The concerns expressed by resident is understood but this must be weighed against the negative effects of additional waiting restrictions. The introduction of additional parking restrictions on Swifts View access road would be likely to move any non-resident parking further into Swifts View; beyond the access road and onto the highway directly outside residences. It is considered that the extent of the restrictions proposed provides the best balance between addressing the problem of obstructive parking at junctions and on Main Road whilst maintaining a level of on-street parking provision.

There is always a balance to be struck between competing demands for a finite resource; it is considered that the proposed scheme offers the best solution improving highway operation with minimal anticipated migration of parking.

It should be noted that where parking constitutes an obstruction, such as parking over a vehicle access, it is a matter for the Police, who are empowered to enforce on this matter. An appropriate additional measure to help alleviate residents' difficulties with vehicle access / egress to properties is the provision of advisory 'H bar markings' and these can be provided in line with the County Council's charging policy (£185) on request from residents. Therefore no alteration to the scheme is proposed because of the EqlA.

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

