

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:	A614 / A6097 Major Road Network Improvement Project	
Details are set out:	A614 / A6097 Major Road Network – Compulsory Purchase Order and Side Road Orders	
Officers undertaking the assessment:	Suzanne Osborne-James, Senior Project Manager, NCC Toni Pickering, Project Manager, Via East Midlands	
Assessment approved by:	Joelle Davies – Group Manager for Growth, Infrastructure and Development, NCC	Date: 23 February 2022

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?*

In 2018, the Secretary of Transport announced that £24.3m of funding would be allocated to Nottinghamshire County Council for a major scheme to improve the road network along the A614 and the A6097 corridor between Ollerton in the north of the County and East Bridgford in the south. Via East Midlands Ltd are working in partnership with Nottinghamshire County Council to develop and deliver this scheme.

The project comprises of improvements to six existing junctions along the A614/A6097 corridor (referred to as “the Schemes”):

- A614 / A616 / A6075 roundabout – referred to as “Ollerton Roundabout”
- A614 / Mickledale Lane crossroads – referred to as “Mickledale Lane Junction”
- A614 / Mansfield Road roundabout – referred to as “White Post Roundabout”
- A614 / A6097 priority junction – referred to as “Warren Hill Junction”
- A6097 / A612 Nottingham Road / Southwell Road roundabout – referred to as “Lowdham Roundabout”
- A6097 / Kirk Hill signalised crossroads – referred to as “Kirk Hill Junction”.

Why are we upgrading the A614 / A6097 corridor?

The A614 is an important north-south route from Retford towards north Nottingham, with the A6097 providing a spur from the A616 to the A46. Between the junctions planned for improvement, the A614 is a two-way single

carriageway. The A6097 is a two-way single carriageway which becomes a dual carriageway through Lowdham.

The route was designated part of the Major Road Network (MRN) in October 2018, a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the Strategic Road Network (SRN) and the Local Road Network.

Geographically, the route sits between the A1 to the east and M1 to the west and forms a north-south route through the centre of Nottinghamshire. The route regularly acts as a diversion or alternative route during major works or incidents on the SRN. The route is named as a tactical diversion route in the event of an incident or closure of the A1.

Until relatively recently, the route had a poor safety record. A major safety improvement scheme was undertaken in 2012, with the route subjected to a 50mph speed limit. An average speed camera system is in place on the A614 and the A6097 to enforce the speed limit with monitoring cameras on the A614 between the Leapool Island (junction 60) to Ollerton (A616) and on the A6097 between Warren Hill (A614 / A6097) and East Bridgford. Despite the positive impact of the camera installation, there is still a local perception that the route is unsafe, particularly when accessing the A614 from the side road priority junctions.

The proposed scheme seeks to address this perception and increase accessibility to the A614 corridor from side roads where delays are often experienced by vehicles attempting to access / egress the junctions. The scheme also aims to continue the strategic development of the corridor to both accommodate and facilitate economic growth. The scheme will support planned housing developments along the route in Newton, Bilsthorpe, Ollerton and Blidworth.

The main scheme objectives are to:

- Reduce traffic congestion along the corridor
- Support economic growth and housing delivery
- Support the Strategic Road Network
- Reduce journey time delays and improve journey time reliability
- Improve road network resilience and connectivity
- Support all road users – the scheme will improve crossing facilities for pedestrians and cyclists.

Public Consultation Events

Extensive public consultation has been carried out during the development of the scheme with public exhibitions and online virtual exhibitions to explain the proposals and provide an opportunity for local residents and other interested parties to make representations. Leaflets were distributed to local residents and businesses prior to each event which were also publicised on social media. All public events were well attended with a few hundred people visiting each consultation venue. The majority of respondents strongly agreed that improvements were needed across the A614 / A6097 corridor.

Demographics and Locale

The A614 / A6097 route corridor is generally rural in nature. The project largely sits within Newark and Sherwood District Council between Ollerton and Lowdham. The A6097 / Kirk Hill junction is within Rushcliffe Borough Council.

A number of popular tourist destinations are accessed from the route, including Clumber Park, Thoresby Hall and Museum, Creswell Crags, Sherwood Forest Visitor Centre and Major Oak, Sherwood Forest Centre Parcs and Rufford Abbey.

The following data is taken from NOMIS and the Office for National Statistics (ONS 2019 – mid-year estimates). Note: # data not available.

Table 1: Newark and Sherwood – Total Population (ONS 2019 MYE)

Population	Newark and Sherwood	Nottinghamshire	England
All People (2019)	122400	828200	56286961
Total Male Population (2019)	60300	408000	27827831

Total Female Population (2019)	62100	420200	28459130
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Table 2: Newark and Sherwood – Total Population by age (ONS 2019 MYE)

Population by Age	Newark and Sherwood	Nottinghamshire	England
All People 0-17 (2019)	24600	167500	12023568
Working age people 18-64 (2019)	70800	487400	33909677
All People 65+ (2019)	27100	173300	10353716
All People 85+ (2019)	3300	21700	1397051

Table 3: Rushcliffe Borough Council – Total Population (ONS 2019 MYE)

Population	Rushcliffe	Nottinghamshire	England
All People (2019)	119200	828200	56286961
Total Male Population (2019)	58900	408000	27827831
Total Female Population (2019)	30600	420200	28459130

Table 4: Rushcliffe Borough Council – Total Population by age (ONS 2019 MYE)

Population by Age	Rushcliffe	Nottinghamshire	England
All People 0-17 (2019)	24600	167500	12023568
Working age people 18-64 (2019)	69400	487400	33909677
All People 65+ (2019)	25200	173300	10353716
All People 85+ (2019)	3700	21700	1397051

Table 5: Newark and Sherwood – Employment and Unemployment (Oct 2020 – Sep 2021 NOMIS)

Employment and Unemployment	Newark and Sherwood	Newark and Sherwood %	East Midlands %	Great Britain %
Economically Active	55,600	74.0	78.3	78.5
In employment	50,700	67.3	74.2	74.6
Unemployed	2,900	5.4	5.0	4.8

Table 6: Newark and Sherwood - Qualifications (Jan 2020 - Dec 2020 NOMIS)

Qualifications	Newark and Sherwood	Newark and Sherwood %	East Midlands %	Great Britain %
NVQ4 And Above	21,800	29.4	37.2	43.1
NVQ3 And Above	37,600	50.8	58.2	61.3
NVQ2 And Above	52,500	70.9	76.6	78.1
NVQ1 And Above	61,700	83.2	87.5	87.7
No Qualifications	5,300	7.2	6.2	6.4

Table 7: Rushcliffe – Employment and Unemployment (Oct 2020 – Sep 2021 NOMIS)

Employment and Unemployment	Rushcliffe	Rushcliffe %	East Midlands %	Great Britain %
Economically Active	55,600	74.0	78.3	78.5
In employment	50,700	67.3	74.2	74.6
Unemployed	2,900	5.4	5.0	4.8

Table 8: Rushcliffe - Qualifications (Jan 2020 - Dec 2020 NOMIS)

Qualifications	Rushcliffe	Rushcliffe %	East Midlands %	Great Britain %
NVQ4 And Above	39,600	56.2	37.2	43.1
NVQ3 And Above	54,400	77.2	58.2	61.3
NVQ2 And Above	62,400	88.5	76.6	78.1
NVQ1 And Above	65,900	93.5	87.5	87.7
No Qualifications	#	#	6.2	6.4

This Equality Impact Assessment (EqIA) enables an analysis of how the planned improvement works might impact differently on different groups protected from discrimination by the Equality Act 2010. It will support good decision making and enable any mitigating actions to be identified and implemented.

Protected Characteristic	How will the proposed improvements affect this group?	Potential Impact	Details of any required mitigating actions and / or further assessment
Age	<p>Improvements to the MRN along the A614 / A6097 corridor will reduce traffic congestion along the route. In turn, this will support:</p> <ul style="list-style-type: none"> • Economic growth, providing more employment opportunities for people of employment age. • Reduced journey times and improved journey time reliability, enabling people of employment age to travel further distances for work and broadening commutable areas. • Enhanced traffic flow through the widening of some roundabouts, helping to further reduce congestion. • Improved road safety through: <ul style="list-style-type: none"> ○ reductions in speed limits in some more populated areas of the generally rural route ○ enhanced road surfacing ○ upgraded street lighting and signage. • Sustainable population growth through improved links to future housing developments along the route at Newton, Bilsthorpe, Ollerton and Blidworth, providing easier access to the MRN for communities. • Increased confidence for both newer and more experienced drivers through the implementation of: <ul style="list-style-type: none"> ○ improved lighting and clearer signage ○ speed reductions and wider roundabouts in some locations. • Safer crossing points for people of all ages, but particularly parents and carers with young children and more elderly people through improvements to street lighting and / or pedestrian crossing facilities in locations including Ollerton, White Post, and Lowdham. In these locations, access to businesses and leisure facilities is of importance – such as the McDonalds Restaurant, Costa Coffee and The Alders public house at Ollerton; Wheelgate adventure playground, White Post Farm and the White Post public house at the White Post Roundabout; and the village centre at Lowdham. • Improved access to both tourist destinations and cycle paths based across the route which may be attractive to families consisting of a number of generations. 	Positive	<p>The improvements made to the A614 / A6097 Major Road Network will be assessed at both 12 months and 5 years following completion of the project.</p> <p>A reassessment of the impacts on the protected characteristic groups outlined here will be undertaken at that time to ensure no negative impacts on any individual groups have been caused as a result of the project and the improvements made. Any issues identified at that point will be considered in detail.</p>

Protected Characteristic	How will the proposed improvements affect this group?	Potential Impact	Details of any required mitigating actions and / or further assessment
Disability	<p>Improvements to the MRN along the A614 / A6097 corridor will have a number of benefits for people with disabilities. The planned improvements aim to reduce traffic congestion, support economic growth and reduce journey time delays. For people with a disability, this will support enhanced employment opportunities for people of employment age, through:</p> <ul style="list-style-type: none"> • reducing journey times and improving journey time reliability • enabling broader commutable distances and enhancing employment opportunities. <p>The scheme will see the introduction of new crossing facilities at the Ollerton and Lowdham roundabout junctions.. This will incorporate the use of tactile surfacing and a reduction in the speed limit at both locations.</p> <p>These improvements will support individuals with disabilities including mobility, visual and hearing disabilities.</p> <p>Pedestrian facilities at Ollerton will support access to the business and leisure facilities surrounding the roundabout and will give people with disabilities increased confidence and security in crossing the busy roads where there are currently no designated pedestrian crossing points.</p> <p>The planned improvements to the MRN will provide a safer, less congested route to hospitals, therapeutic and care facilities located along the route as well as in central Nottingham, which is connected to the route via both the A612 Nottingham Road at Lowdham Roundabout, and the A6097 leading to the A46 / A52 through Kirk Hill.</p>	Positive	
Gender Reassignment	There will be a neutral impact on this protected characteristic group.	Neutral	
Pregnancy and Maternity	<p>The planned improvements will reduce traffic congestion and journey time delays. It will also improve journey time reliability and connectivity along the route.</p> <p>These benefits will positively impact on people during pregnancy and maternity, through enhancing access to hospitals, doctors' surgeries</p>	Positive	

Protected Characteristic	How will the proposed improvements affect this group?	Potential Impact	Details of any required mitigating actions and / or further assessment
	<p>and other care facilities required before, during and after pregnancy and maternity.</p> <p>Post-pregnancy and maternity, creating a safer road network will support:</p> <ul style="list-style-type: none"> • Parents and carers returning to employment (through improved journey times and reliability, as well as economic growth through the region, enhancing employment opportunities) • safer street lighting and pedestrian crossing points for people accompanying young children – particularly at Ollerton Roundabout where businesses and leisure facilities require accessibility. • Safer road surfaces, wider roundabouts for greater accessibility and some speed reductions for people driving with young children, which can often be a source of distraction. 		
Race	<p>For both foreign visitors and UK residents for whom English is not their first language, making the improvements to this section of the MRN will provide improved safety and inspire greater confidence in driving along the route.</p> <p>This will be achieved through:</p> <ul style="list-style-type: none"> • Clearer instructional and directional road signage • Improvements to street lighting at some junctions • Clearer road markings and improved traffic flow around the junctions • Reductions in speed at Lowdham and Ollerton, supporting enhanced thinking time and greater concentration • Improved road surfaces. 	Positive	
Religion or Belief	There will be a neutral impact on this protected characteristic group.	Neutral	
Gender	<p>The core aims of the project will have a positive impact on all genders, through:</p> <ul style="list-style-type: none"> • Reducing traffic congestion along the corridor • Supporting economic growth 	Positive	

Protected Characteristic	How will the proposed improvements affect this group?	Potential Impact	Details of any required mitigating actions and / or further assessment
	<ul style="list-style-type: none"> • Reducing journey time delays and improving journey time reliability • Improving road network resilience and connectivity • Supporting all road users, including drivers, pedestrians, cyclists and equestrians. <p>Evidence suggests that gender can be a factor in road traffic incident statistics. Making improvements to the road network and route safety will therefore provide greater confidence for higher risk groups and could reduce the number of incidents occurring along the corridor.</p>		
Sexual Orientation	There will be a neutral impact on this protected characteristic group.	Neutral	

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 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 checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Religion	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input 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:

No negative impacts for protected characteristics are anticipated as a result of the planned improvement works.

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

Part B: Feedback and further mitigation

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

The extensive public consultation events carried out during the development of the scheme highlighted the enthusiasm and support for the planned improvement works along the A614 / A6097 MRN corridor. The public exhibitions and the online virtual exhibitions undertaken as part of the consultation activity garnered positive support from the majority of respondents at each location, as well as agreement that the improvements are needed across this route.

The planned improvements are not anticipated to impact negatively on any of the protected characteristic groups. Some groups including gender reassignment, religion / belief and sexual orientation, are anticipated to experience a neutral impact as a result of the improvements. All other protected characteristic groups are expected to experience positive impacts and benefits including:

- reductions in congestion and delays
- improvements in journey time reliability and safety, and
- increases in employment and economic opportunities.

The planned improvement works therefore do not require any amendments to mitigate impacts on any of the protected characteristic groups. However, this document will remain a 'live' document and will be reviewed at periodic intervals as the project progresses.

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