

# Equality Impact Assessment (EqIA)

## Introduction

This EqIA is for:	New Lane, Blidworth - Traffic Regulation Order 2021 (3322)	
Details are set out:	The Nottinghamshire County Council (New Lane, Blidworth) (Prohibition of Waiting) Traffic Regulation Order 2021 (3322)	
Officers undertaking the assessment:	Helen North – Improvements Manager, Via East Midlands Ltd Shaun Brown – Highway District Manager (Newark & Sherwood), Via East Midlands Ltd	
Assessment approved by:	Gary Wood, Group Manager Highways and Environment	Date: 1 June 2021

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?*

Blidworth village is located approximately 7km south-east of Mansfield. In October 2020 planning permission was granted by Newark and Sherwood District Council for a new housing development of 81 properties on land off New Lane, to the south-west of the village centre (Planning reference 20/00475/FULM). The Planning Authority's decision incorporates comments made by Nottinghamshire County Council Highway Development Control Officers, regarding the impacts of the proposed development on the local Highway and the mitigation required to address this impact.

The proposed measures meet the requirement of planning conditions relating to the development. The proposals comprise of the construction of two new build-outs, which will create a priority movement for westbound traffic. The eastern-most build-out will be supplemented by new double yellow parking restrictions (No Waiting at Any Time) to facilitate the operation of the highway. The proposals are designed to ensure sufficient unobstructed carriageway is available along New Lane to facilitate the safe movement of vehicles and pedestrians and thereby the efficient operation of the Highway.

The proposals were publicly advertised between 14<sup>th</sup> December 2020 and 15<sup>th</sup> January 2021 and are detailed on the drawing, H/MN/3607/01.

### 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 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
No negative impact.		

**Part B: Feedback and further mitigation**

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

In total 91 responses were received to the consultation, three of which made observations or expressed support for the proposals. In response to a request it is proposed to install bollards within the verge on the northern side of New Lane, to the west of the proposed restrictions, to prevent parking on the verge. The remaining 88 responses are considered to be outstanding objections to the proposals.

Within those objections, two respondents raised concerns about health and wellbeing issues relating to their disability. Both respondents stated that they had limited mobility and needed to access the village centre by car in order to access local shops and services.

Whilst there are no designated disabled parking bays in the area, disabled drivers are entitled to park for up to three hours on single and double yellow lines, where such parking will not cause an obstruction. Alternative parking facilities are also available on adjacent roads, particularly Mansfield Road where dedicated parking bays are already in place directly outside the Post Office and in front of the shops. In addition, unrestricted parking is available along the south-western side of Mansfield Road.

The prohibition of parking on the lower section of New Lane will ensure that no pavement parking occurs, which obstructs pedestrian movements and is particularly detrimental to the disabled or those who use pushchairs or motorised scooters. Due to historic highway constraints, the southern footway narrows towards its eastern end and, as it approaches the junction one part becomes too narrow for use by mobility scooters. An additional pedestrian crossing point, at the eastern build-out, and a

section of new footway on the northern side of the road at this location is proposed. This will provide access to the wider footway available on the northern side of the road between the eastern build-out and Mansfield Road, which is of suitable width for mobility scooter users.

The introduction of the proposed waiting restrictions will also ensure that the existing pedestrian dropped kerbs, installed over New Lane at its junction with Mansfield Road will not be obstructed. The restrictions will remove parked vehicles from the vicinity of the junction and therefore ensure that pedestrians have a clear view of approaching vehicles when crossing and as such will facilitate safer pedestrian movements in this busy retail location. No further alteration to the scheme is proposed as a result of the EqlA.

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