

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:	Station Road, Beeston (TRO 5305)	
Details are set out:	The Nottinghamshire County Council (Station Road Area, Beeston) (Prohibition of Waiting and Removal of Parking Places) Traffic Regulation Order 2022 (5305)	
Officers undertaking the assessment:	Helen North – Improvements Manager, Via East Midlands Ltd Dave Walker – District Manager Broxtowe and Gedling, Via East Midlands Ltd	
Assessment approved by:	Gary Wood, Group Manager Highways and Environment	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?*

Station Road is a cul-de-sac service road that provides access to Beeston Railway Station and two residential streets. It is located approximately 1km south-east of Beeston town centre. This section of Station Road is subject to waiting restrictions which comprises of double yellow lines, short term parking bays and a licensed hackney carriage rank in operation Mon – Sat 8 am – 6 pm. A loading restriction is in place on the western side of the road.

Planning permission to build a new housing development on a disused site, on the north-west side of Station Road, was granted by Broxtowe Borough Council in 2021. A new access road running parallel to the north side of the railway line, will be constructed to serve the development and the southern end of Station Road will be realigned to reflect the new layout. This will ensure that larger vehicles, such as refuse lorries, are able to access the development. New waiting restrictions are proposed to ensure the safe and efficient operation of the new access road.

To enable the new access road and junction to be built, it is necessary to remove two of the existing 20-minute parking bays at the south-eastern extremity of Station Road and replace these with new No Waiting At Any Time restrictions (Double Yellow Lines). It is also proposed to introduce new Double Yellow Lines on both sides of the new junction and along the entire length of the south-eastern side of the new access road and the new turning head at its eastern end. The proposals are designed to provide unobstructed access to the new housing and will enable larger vehicles to manoeuvre through the development.

These proposals were publicly advertised between 12th August and 9th September 2021, as detailed on the attached drawing H/SLW/3772/01.

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

During the consultation period six responses were received. One response from Nottinghamshire Police, supported the proposals. The remaining five responses are considered to be outstanding objections to the proposals.

Within those objections, one respondent raised concerns about the effect of the proposals on rail users with a disability. One respondent stated that the removal of the parking bays was discriminatory. They stated that a disabled person may need to take their blue badge to their destination and therefore it could not be displayed in the vehicle used to take them to the station, whilst the driver was helping them onto the train.

There are many competing demands for free, convenient on-street parking in urban areas, particularly those close to local amenities and destinations. When dealing with this finite supply it is not possible to meet all demands for parking. The importance of parking availability in these areas is acknowledged however the provision of this must always be secondary to the safe and efficient operation of the highway. The carriageway space currently occupied by the two bays is now required for the movement of traffic as the current layout does not offer sufficient space for the junction to be built and operate safely.

As part of the planning process NCC's Highway Development Control Team and Broxtowe Borough Council considered the impact of the development and associated new junction. They have acknowledged that this will change the drop off / pick up arrangements at the station and are satisfied with those altered arrangements.

Short term parking remains available in the area for all users, including disabled passengers. One 20-minute parking bay on Station Road is to be retained and alternative short-term (two-hour) parking bays are available on Station Road to the north-west of Waterloo Road, approximately 40m away. In addition, a free 30-minute parking bay was recently introduced on Technology Drive to provide additional short-term parking in the area. Car parking is also available in both the Broxtowe Borough Council and National Rail owned car parks adjacent to the station, which include disabled parking bays. The existing taxi rank is to be retained, offering rail users alternative transport options for accessing the station. The internal road layout of the development itself, would also offer opportunity for the safe drop off and pick up of users of the station.

The restrictions are designed to improve highway safety by prohibiting parking on areas of road where parked vehicles would obstruct visibility or safe movement along the highway and through junctions. No alteration to the scheme is proposed as a result of the EqIA.

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