

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:	Sherwood Street, Warsop – Zebra crossing	
Details are set out:	The Nottinghamshire County Council (Longden Terrace, Warsop) (Prohibition of Waiting) Traffic Regulation Order 2021 (2245) and provision of humped Zebra crossing Sherwood Street, Warsop.	
Officers undertaking the assessment:	Helen North – Improvements Manager, Via East Midlands Ltd Keagan Cooke – Senior Maintenance & Development Manager (North), Via East Midlands Ltd	
Assessment approved by:	Gary Wood, Group Manager Highways and Transport	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?*

B6035 Sherwood Street in Warsop is a local distributor route, which runs north to south from the A60 Mansfield Road to the A6075 Peafield Lane junction. Sherwood Street is predominately residential, comprising of a mixture of detached and semi-detached properties, most of which have off street parking. It is subject to a 30mph speed limit with a 20mph advisory limit outside Sherwood Junior School.

The main entrance of school is on Sherwood Street. A vehicle entrance and additional pedestrian entrance is located on Longden Terrace. School Keep Clear markings (zig-zags) are already in place at the entrances to the junior school with appropriate signage to enable the enforcement of these markings during operational hours (Monday - Friday 8am to 4.30pm). There is an existing traffic calming feature on Sherwood Street, outside the school entrance from which a School Crossing Patrol currently operates.

Nottinghamshire County Council has received requests, including a 323 signature petition, for a zebra crossing and additional measures to improve safety and access to the school. In response the County Council is proposing to construct a zebra crossing on Sherwood Street and to introduce waiting restrictions on Longden Terrace. The proposals have been agreed with the Headteacher of Sherwood Junior School and include:

- A new zebra crossing with controlled zone (zig-zags) adjacent to the junior school access on Sherwood Street,
- Double yellow lines (No Waiting at Any Time) on Longden Terrace.

These restrictions are designed to facilitate the safe and efficient operation of the crossing and wider Highway. The proposals are detailed on plan TP2150253/NWK/05.1.

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

The proposals were publicly advertised between 6th July and 3rd August 2021 and during the consultation period a total of 11 responses were received from members of six households. All responses are considered to be outstanding objections to all or part of the proposals relating to the proposed zebra crossing. One respondent raised concerns regarding increased noise, pollution and light levels resulting from the extended plateau. They considered that this would exacerbate symptoms of their existing medical condition and have a detrimental effect on their mental health and well being.

The proposed crossing will be located on an existing traffic calming plateau. The existing traffic calming measures are historic and were introduced as a remedial road safety scheme in 2001, with additional

vertical features added in 2008. No additional traffic calming measures are proposed on Sherwood Street as part of the zebra crossing scheme.

The plateau will be extended by approximately 4m. It is acknowledged that this will bring it closer to some properties. However, it is not considered that the extension will significantly add to noise levels in the area. The respondent lives on Sherwood Street, a main distributor route which has annual average daily traffic movements of over 6,300 vehicles. The route is already traffic calmed and any current noise and vibration relating to these features will not be appreciably increased by the extension of the plateau by 4m.

Whilst the respondent's concern regarding vibration from the existing traffic calming features are noted, these features are historic and were introduced to address a sustained accident problem on the route. The extended speed plateau will be located more 12m from the closest house and research undertaken by the Transport Research Laboratory (TRL) found no evidence of structural damage, even on the softest soils, when traffic calming features are located more than 4m from a property.

It is not considered that the introduction of a formal crossing on the plateau will significantly increase air pollution from vehicles stopping and starting at the crossing. The location is already used by the school crossing patrol as a crossing point for children attending the school and vehicles already briefly wait whilst pedestrians cross.

Cowls can be provided on the beacons to minimise the spread of light into the adjacent properties and so mitigate any impact on local residents.

The beacon cowls will be introduced as part of the scheme, should it proceed, and no further alteration to the scheme is proposed as a result of the EqlA.

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