

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

Proposed parking restrictions in Humphries Gardens, Worksop

Details are set out:

The Nottinghamshire County Council (Slack Walk and Alderson Road Area, Worksop)(Prohibition of Waiting and Parking Places) Traffic Regulation Order 2020 (1246)

Officers undertaking the assessment:

Helen North – Improvements Manager, Via East Midlands Ltd
Joanne Horton – Service Manager Highway Management, 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?*

Slack Walk is located to the south-west of Worksop town centre and is within easy walking distance of the town centre shops and offices. The north-eastern half of Slack Walk has double yellow lines on its north-western side and on-street parking on the opposite side. The south-western half of Slack Walk has residential properties on both sides and junctions with other residential roads, part of the wider housing estate. The roads included in the order are all residential and are subject to varying degrees of on-street parking from town centre shoppers and workers. The town centre car parks charge a fee for parking; it is thought that some drivers try to avoid the charge by finding alternative parking spaces on the adjacent Highway network.

On behalf of residents the former County Councillor requested measures to address highway safety arising from parking in the vicinity of Slack Walk. Three rounds of consultation were undertaken regarding the proposals, with revisions made in light of comments received. The final consultation was carried out between 23rd September and 23rd October 2020.

2 Protected Characteristics: Is there a potential positive or negative impact based on:

Age

Positive

Negative

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

Ten responses were received to the revised consultation, three of which made requests or expressed support for the proposals. In response to requests received, it is proposed to amend the advertised proposals to shorten the double yellow lines outside 22 Slack Walk and outside 8 Hartland Road, as detailed on drawing H/JAB/3334/01/B. The remaining seven responses are considered to be outstanding objections to the scheme.

Within those objections, two respondents raised concerns about health and wellbeing issues relating to their disability. One respondent cited their need for family member to visit to assist in caring for their disabled child. Another respondent requested that all parking restrictions be removed from outside their property to allow them to park a second car there at all times.

The proposals for Humphries Gardens incorporate a mixture of unrestricted kerb space, which can be used for parking and also limited waiting parking bays. The unrestricted section of highway is not directly outside any residential property and will provide a longer stay, on-street, parking facility for residents, visitors and other users. The retention of sections of unrestricted parking on Humphries Gardens and Slack Walk will reduce the potential for long-stay parking to migrate further into the wider residential area. On the opposite side of the road double yellow lines (no waiting at any time) will ensure that vehicular access into Humphries Gardens is unobstructed at all times; a concern raised previously in the consultation process. Two limited waiting parking bays are proposed for Humphries Gardens, the first is located between numbers 2/4 and the turning head and can accommodate up to three cars. The second is located between the turning head and the end of the road and can accommodate two cars. The bays are intended to accommodate parking demand from visitors to Humphries Gardens, the restricted time period will increase turnover of the spaces and therefore

increase the supply of free on-street parking; it is anticipated that there will be spaces available at most times of the day. Overnight (between 6pm and 8am) and on Sundays the bay would be available to all vehicles, providing additional on-street parking for residents' or visitor vehicles.

The second respondent has off-street parking which can accommodate the vehicle used by the disabled resident. The respondent's household has two vehicles. The other car could be parked outside the property overnight (between 6pm and 8am) and all-day Sunday. At other times the car could be parked either in of the parking bays on opposite side of Humphries Gardens (for up to two hours) or at any time on the length of road between Slack Walk and numbers 6 and 8. The removal of the parking restrictions outside the property was not considered as the highway would be obstructed if a car was parked in the bay and on the carriageway in front of the property throughout the day.

The proposed extents for the scheme were carefully considered taking into account the demand for on-street parking, the potential for parking migration and the need for highway safety.

It is recognised that demand for free on-street parking exists, particularly in residential areas close to town centres. With that balance in mind the limits of the restrictions have been kept at the minimum length and duration considered possible to ensure the effective and safe operation of the highway. It is acknowledged that this may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property, in order to ensure their vehicle is parked appropriately and lawfully.

The restrictions will maintain visibility at junctions and at bends to ensure that these stretches of road remain clear of parked vehicles to enable travelling vehicles to safely pass each other. 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 further alteration to the scheme is proposed as a result of the EqIA.

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