

# Equality Impact Assessment (EqIA)

## Introduction

This EqIA is for:

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHURCH STREET, EASTWOOD) TRAFFIC CALMING
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Details are set out:

EMD/HW30040/01
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Officers undertaking the assessment:

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| <ul style="list-style-type: none"> <li>• Cathy Gillespie, Team Manager, Via East Midlands Ltd</li> <li>• David Collins, Principal Project Engineer, Via East Midlands Ltd</li> </ul> |
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Assessment approved by:

Gary Wood, Group Manager Highways and Environment, Nottinghamshire County Council.	Date: 21st November 2019
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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?*

Church Street is a residential road in Eastwood which links the A610 with the A608 and Eastwood town centre. In addition to several residential properties, there are some local businesses, the Raleigh Factory, a primary school, a church, a medical centre, a nursery, a recreational park and an elderly person's care home. The carriageway is approximately 8.5 m wide, with the exception of some sections where the width drops to 6m. In the proximity of the school, there are two humped zebra crossings and pedestrian refuges. The speed limit is 30mph, with a reduction to 20mph close to the school. At the northern end of the road there are 'Turn Left' traffic restrictions and double yellow lines on both sides. Church Street is currently a bus route. The Eastwood Fire Station and the Eastwood Police Station are within 700m distance from Church Street. The majority of the properties have off-road parking, although there are some cars parked on both sides of the carriageway, especially near to the church.

Church Street has been subject to an accident investigation by Via East Midlands and the result was that during the period between 1/5/14 and 31/10/17 a total of 7 road injury accidents were recorded by the police, 3 of which were classified as serious. Although there is no obvious pattern to these, several vulnerable road users were involved. The accident investigation report recommended the installation of road humps on Church Street.

As a result of this accident investigation, it is proposed to introduce 5 No. road humps on Church Street, specifically 4 No. modified round top (sinusoidal) road humps and 1 No. flat top road hump.

The sinusoidal humps would be 75mm high and 4m long, and the flat top hump would be 75mm high and 10.2 m long (8m long plateau and two 1.1m long ramps). These types of humps would be suitable for buses and large vehicles. The proposed humps would be installed on the section between Midland Road and south of the junction with Lydia Gardens. The proposals are detailed on the attached drawing EMD/HW30041/01.

The proposed scheme will not impact on the amount or location of on-street parking available, nor will it impede access to off road parking.

The anticipated impact of the scheme will be to reduce traffic speeds thereby making the crossing of the road by children, elderly and other vulnerable users safer than is the current case. The installation of road humps may give some discomfort to motorists suffering from complaints such as arthritis or back complaints, however this is outweighed by the positive impact on the same people as pedestrians.

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

Age	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Disability	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender reassignment	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Pregnancy & maternity	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" 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**

All the local residents and businesses on Church Street received a questionnaire requesting their views on the proposals, together with an explanatory letter, a plan showing the proposed locations of

the humps, and a notice. At the same time, all statutory consultees were consulted, notices were posted in the area, the proposals were advertised on the internet, and a notice was placed in the local press, in accordance with the Highways Act 1980. The consultation took place from 05/08/19 to 27/08/19.

A total of 153 questionnaires were delivered to the local residents and businesses. The number of questionnaires returned was 46 (30.1 %), of which:

- In favour: 38 (82.6%)
- Not in favour: 8 (17.4%)

No responses were received from the other statutory consultees.

The objecting comments received during the consultation can be grouped in relation to:

- Cost-effectiveness
- Motorbikes
- Preferred alternatives
- Evidence of accidents
- Damage to vehicles
- Environmental impact
- Effectiveness in slowing traffic

No specific objection was received in relation to particular concerns relating to protected characteristics. No negative comment has been received in response to consultation from bus operators and the emergency services. However, positive comments were received citing the need to reduce traffic speeds particularly in respect of safeguarding vulnerable pedestrians.

Therefore, no alteration to the scheme is proposed as a result of the EQIA.

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