

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

Dovecote Lane, Beeston (TRO 5303)

Details are set out:

THE NOTTINGHAMSHIRE COUNTY COUNCIL (DOVECOTE LANE AREA, BEESTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2021 (5303)

Officers undertaking the assessment:

Naomi Cook – Senior Projects and Improvements Manager, Via East Midlands Ltd
Helen North – Improvements Manager, 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?*

As a result of development on the disused Maltings Site at the south-east end of Dovecote Lane, a new access road will be constructed. It is proposed to introduce No Waiting At Any Time restrictions (Double Yellow Lines) at the new junctions within the development and on the new access road. It is also proposed to reduce the extents of the existing two-hour parking bay (in operation Mon-Sat 8am-6pm) located outside the Victoria Hotel on the north-east side of Dovecote Lane to allow an extension of the existing Double Yellow Lines to provide unobstructed access to the new development which will enable larger vehicles to manoeuvre through the realigned road layout.

The proposals will ensure the effective and safe movement of pedestrians and vehicles to and from new development.

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 including origin, colour or nationality	<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 including gay, lesbian or bisexual	<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, four responses were received. Within those responses, two were considered to be outstanding objections, one of which raised concerns about health and wellbeing issues relating to their disability. The respondent qualifies for a blue badge, stating that they had limited mobility and needed to access the public house and restaurant by car. The objector uses the existing two-hour parking bays and states that parking in the area is always in high demand.

The realignment of Dovecote Lane for the new access road means that the existing parking bay must be reduced in length as larger vehicles would be unable to pass with the existing parking arrangement. The reduced length bay will still provide parking for up to four vehicles. The public house has an off-street carpark which remains available to customers of the premises and is free of charge.

Unrestricted on-street parking remains available to all users on the highway network further away from these locations, providing additional free on-street parking opportunities. In addition, existing waiting restrictions on Dovecote Lane near to its junction with Barton Street (Single Yellow Lines), approximately 70m north of the public house, can also be utilised for parking by disabled badge holders for periods of up to three hours.

The proposals have been kept to the extents necessary to ensure the effective and safe movement of pedestrians and vehicles to the new development. 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.