

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

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| Proposed Bus Stop Clearways (No Stopping At Any Time) Lyndhurst Avenue, Blidworth – Stop reference NS0369 |
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Details are set out:

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| Proposed Bus Stop Clearways (No Stopping At Any Time) Lyndhurst Avenue, Blidworth – Stop reference NS0369 |
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Officers undertaking the assessment:

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| <ul style="list-style-type: none"> • Ann Leigh-Browne – Landscape Architect, Via East Midlands • Mike Barnett – Team Manager Major Projects and Improvements, Via East Midlands Ltd • Elliott Mizen - Facilities & Partnerships Manager, Nottinghamshire County Council |
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Assessment approved by:

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| Gary Wood, Group Manager Highways and Environment | Date: 17 th January 2017 |
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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?*

The purpose of bus stop clearways is to provide an area clear of parked vehicles that enable buses to pull up and allow passengers to board and alight from the footway. This benefits all users of the bus network as it will enable everyone to board the bus with step-free access directly to and from the footway. The provision of a bus stop clearway will:

- Help the bus align with the kerb to enable level access for less mobile or disabled passengers and pushchair users;
- Ease congestion as a correctly aligned bus will not block the road for other road users;
- Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road;
- Ensure that the investment in raised kerbs, (as previously required under the Disability Discrimination Act 1995 and now required by the Equalities Act 2010), is not negated by indiscriminate parking at bus stops;
- Ensure that bus services operate on time and are not delayed.

A stop on Lyndhurst Avenue, Blidworth (NS 0369) has been identified by passenger transport

services as one that suffer from obstructive parking, which will benefit from the introduction of a bus stop clearway. Bus operators have a duty to drop passengers off on the kerb and not on the road. It is proposed to implement a 19m long clearway that is active at all times (24 hours and day, 7 days a week) and this will prohibit waiting and loading *at any time* within the clearway markings.

The opportunity to board with lowered access from the bus directly to the footway will benefit all users of the network but will be of particular benefit for groups including the elderly, disabled and parents/carers travelling with young children (in pushchairs or walking independently).

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 checked="" 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 |
|--|--|---|
| A resident directly adjacent to the bus stop is a blue badge holder and initial discussions indicated they would meet NCC criteria for an advisory disabled bay on the Highway outside their home. | The issue was identified prior to consulting on the proposals and provisional space for the parking bay to be accommodated adjacent to the clearway has been included in the proposals. This is subject to a successful application by the resident. | All householders with affected frontages and all statutory consultees were notified by letter, this detailed the clearway location and the proposals were also publicised on NCC's website. |

Part B: Feedback and further mitigation

4 Summary of consultation feedback and further amendments to proposal / mitigation

As part of the consultation, all householders with directly affected frontages and all statutory consultees were written to, detailing the clearway proposals. The clearway proposals were also publicised on NCC's website and site notices erected at the stops.

Initial discussions and investigations identified that one of the residents at 50 Lyndhurst Ave is a blue badge holder and it has been advised that they are in receipt of the higher level disability living allowance. The proposal has allowed space for an advisory disabled parking bay to be provided, separate from the clearway works, should the clearway go ahead and a successful application for the parking bay be submitted to Nottinghamshire County Council.

During the consultation period (between 29th October and 24th November 2016) there were 4 responses; three of these are considered as outstanding objections to the bus stop clearway at NS0369.

Objections were made on the following grounds:

- Loss of on-street parking / loading;
- Lack of need for clearway.

A resident objected to the proposals on the grounds that they needed parking directly outside their property to allow easy access for the picking up and setting down of their children, one of which has hypermobility and the other special needs. It was not established if either of these children are blue badge holders. Should either of the children meet the necessary criteria for an advisory disabled bay, one could be incorporated in the future close to the house, at the southern end of the proposed clearway.

A resident objected to the proposals on the grounds that it would be unsafe to park away from their property as they are parent to two young children, and requested a vehicle cross-over is provided to allow access to an existing drive that is without a dropped kerb.

Both residents who objected have off-road parking provision, but there is no vehicle dropped crossing installed. However, residents can apply for one if required and the scheme does include funding or provision for implementation of vehicle crossings.

Unrestricted on-street parking / loading on the highway is still available directly adjacent to the clearways and elsewhere on Lyndhurst Avenue and nearby side roads. As parking is retained elsewhere it is expected that parking patterns will relocate around the new restrictions rather than remove from the area completely.

These bus stops are used by a scheduled commercial service (as opposed to a school service), which operates throughout the day, offering further sustainable transport choices to local residents, not all of whom have access to a private car. Nottinghamshire County Council has undertaken significant investment in bus stop infrastructure around the County and the benefits of this to the wider community can only be maximised if bus services are able to access this infrastructure.

The purpose of bus stop clearways as a whole is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight directly from the footway. This directly benefits the mobility impaired in particular, especially if a raised kerb is present at the stop to assist them. The benefits to the wider community of a more accessible bus network, outweigh any inconvenience experienced by residents adjacent to the bus stop in having to park elsewhere on the highway. Not all stops along a particular route may experience problems with parked vehicles and so

not all stops will be treated with clearways and/ or other infrastructure.

No alteration to the proposed clearway is proposed.

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