

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

Consideration to Objections for Traffic Order 8256, West Bridgford

Details are set out:

Consideration to Objections Traffic 8256, West Bridgford

Officers undertaking the assessment:

- Mike Barnett – Team Manager Major Projects and Improvements, Via East Midlands Ltd
- Neil Hodgson – Head of Consultancy, Via East Midlands Ltd

Assessment approved by:

Gary Wood, Group Manager Highways and Environment

Date: 31/01/17

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?*

Traffic Order 8256 relates to the introduction of 'No Waiting At Any Time' restrictions along part of Melton Road in West Bridgford for a length of over 1,800 metres between Carnarvon Road and Village Street, the proposals also include junction protection for a distance of 10 metres on each side road joining Melton Road along this section where there are no restrictions currently.

The restrictions are proposed to support the implementation of a strategic cycle network in West Bridgford designed to improve access to jobs, local shops, schools and other local services to help cater for increased demand for cycling facilities for local residents, and encourage more people to cycle more often.

Prior to advertising the proposed restrictions the cycle network in West Bridgford was developed following an extensive consultation exercise which included mail-shots, four public events and on-line information, undertaken in July and August 2016. This did not identify impacts on any groups with protected characteristics.

Currently sections of Melton Road are unrestricted and the impact of the proposals is that it will remove on-street parking provision for residentially properties fronting the restrictions, local businesses and restrict blue badge holders to a maximum of 3 hours parking within the restriction.

It is acknowledged that the proposed restrictions may alter current parking behaviours and it is considered that there are alternatives available for residents and visitors on adjacent streets if wishing to park for a period of time.

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

Age	<input type="checkbox"/> Positive	<input checked="" type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Disability	<input 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 type="checkbox"/> Positive	<input checked="" 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
<p>The proposals affect people with protected characteristics as on-street parking provision is being removed meaning that parking in some cases will have to displace onto nearby streets; the result is that vehicles will have to park further from their destination.</p> <p>Most residential properties have off-street parking provision for at least one car, loading and unloading is still permitted on the restrictions.</p> <p>Objections were received from a Care Home concerned about visitor parking (some of who are elderly and have limited mobility), parking at events, loading / unloading and also attendance of emergency vehicles.</p>	<p>Proposals include double yellow lines that prohibit waiting at all times, though it is not proposed to implement loading restrictions to maintain a degree of flexibility for local residents and businesses. This means that, where it is safe to do so, a short period is permitted to carry out loading operations within a no waiting at any time restriction therefore residents can continue to have legitimate deliveries to properties made, as is the case now.</p> <p>Holders of a Disabled Blue Badge can still park on the proposed restrictions for up to 3 hours (providing it is safe and not causing an obstruction). It is considered that this provides on-street parking provision along Melton Road, in particular around the Care Home,</p>	<p>Prior to advertising the proposed restrictions the cycle network in West Bridgford was developed following an extensive consultation exercise which included mail-shots, four public events and on-line information, undertaken in July and August 2016. Approximately 200 people attend the events and 238 written responses were received, details were included in the Transport and Highways Report approved on 17th November 2016 which endorsed 5 proposed routes comprising approximately 17 miles,</p>

<p>Objections were received from a Day Nursery concerned about the removal of on-street parking and the impact on parents dropping off young children in particular about being displaced further away and on opposite side of a busy A-road creating difficulties crossing over.</p>	<p>where visitors may have limited mobility.</p> <p>The consultation was undertaken on 'No Waiting At Any Time' restrictions, through consultation and subsequent review it provides opportunity for the Council to review the extents and timings of restrictions taking into account responses received.</p> <p>As a result amendments to the restrictions are proposed in a report to Transport and Highways Committee on 9th February 2017 that provides short term parking provision outside the day nursery and sections of limited waiting (applicable Monday to Friday, 7am – 7pm) along parts of Melton Road designed to provide greater on-street parking provision for local residents and the Care Home in the evening and weekends. This is detailed more in section 4.</p>	<p>drawing CLH-SP-16-001/201 represents the routes previously agreed. Of those who responded:</p> <ul style="list-style-type: none"> • All but 7% lived in West Bridgford; with 61% living on one of the proposed routes; • Almost a fifth do not currently cycle; • Almost 50% of cycling undertaken was wholly in West Bridgford; • Almost 90% support the delivery of improved cycling facilities in West Bridgford. <p>In order to support the delivery of the five routes that will collectively form the West Bridgford cycle network traffic orders are proposed along Routes 1 and 5. The statutory consultation and public advertisement of proposals was undertaken from 19th December 2016 to 21st January 2017. This included hand delivering documents to properties fronting the proposals, notices installed on lighting columns in the area and document packages placed at West Bridgford Library and County Hall.</p> <p>Seventeen responses were received to the proposed 'No Waiting At Any Time' restrictions. One response from Pedals was in support, the remaining sixteen which includes two from two organisations are considered as outstanding objections.</p>
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Part B: Feedback and further mitigation

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

As part of the consultation for the traffic order, all properties (residential and businesses) householders with directly affected frontages and all statutory consultees were written to, detailing the proposals. The proposals were also publicised on NCC's website and site notices erected at the stops.

During the consultation period (between from 19th December 2016 to 21st January 2017) there were 17 responses received to Traffic Order 8256 which relates to the parking restrictions. One response from Pedals was in support, the remaining sixteen which includes two from two organisations are considered as outstanding objections. Issues raised from local residents that are specific to the proposed TRO as opposed to the principle of a cycle network include:

- The parking restrictions would displace vehicles onto adjacent streets where there is limited parking available;
- The 'No Waiting At Any Time' restrictions are overly restrictive and would be an inconvenience to local residents as trades people, health professionals and visitors will not be able to park near the properties;
- The restriction will cause issues with visitor parking to properties including that associated with childcare provision and picking up / dropping off elderly relatives. It was suggested that proposals are less restrictive allowing parking overnight and at weekends;
- The restrictions will make access to local shops more difficult;
- Comments that there is minimal parking along this route and even then it is limited to certain times of the day, considers that there are other roads in the areas that would benefit from parking restrictions.

Objections were received from Westdale Care Homes from the Chair of the management committee for Westdale Quaker Housing Association. At the Care Home there are currently 22 residents over the two properties at 127 and 129 Melton Road, there are regular visitors who take residents out thereby requiring easy access. There are also visiting GP's, Emergency Ambulance and others who require access.

The Care Home host fund raising events and have limited on-site parking and use these events to supplement income as they are a non-profit making, charitable organisation. The site has numerous and varied visitors; the care home manager has concerns that visits maybe discouraged if on street parking is lost. In addition, the objectors refer to shopping and medication deliveries that use the road if the car park is full. There are also regular maintenance workers that need close vehicle access. The objectors are concerned that the restrictions will displace parking and puts other users above the needs of residents and businesses along the route.

An objection has been received from Grosvenor House Day Nursery, the building located just South of Boundary Road on the inbound side of Melton Road which has operated as both a school and nursery for over 60 years and the road outside has been used for parking / dropping off. The objection contains information relating to numbers of parents whom rely on waiting outside the premise to drop off and pick up children, typically during January this averages 80 manoeuvres in the morning peak and a similar amount during the evening peak. It is also stated that staff at the nursery will be forced to park on adjacent residential streets where parking is already at a premium. There is currently off street parking at the nursery which is able to accommodate eight vehicles. The Director of the nursery has suggested that the waiting restrictions and cycle route are terminated on the approach to the nursery and resumed beyond it.

No objection was made which related to a negative impact on an individual with protected

characteristics.

Response

The proposal to introduce a no waiting at any time restriction along part of Melton Road is intended to create a dedicated delineated inbound and outbound route for cyclists that as far as possible are free from parked vehicles. It is intended that both the inbound and outbound route will be delineated visually from live traffic with the use of road markings and signage to indicate that it is an advisory cycle lane. This represents a commitment to provide a high quality route that supports existing cyclists and will also serve to encourage others to consider cycling.

As part of the installation of an advisory cycle lane design guidelines recommend that waiting and / or loading restrictions are implemented to cover times the lane is used. Proposals include double yellow lines that prohibit waiting at all times, though it is not proposed to implement loading restrictions to maintain a degree of flexibility for local residents and businesses. This means that, where it is safe to do so, a short period is permitted to carry out loading operations within a no waiting at any time restriction therefore residents can continue to have legitimate deliveries to properties made, as is the case now.

It is not intended to alter the waiting restrictions or the configuration of spaces adjacent to the shopping area along Melton Road and it is not considered that the restrictions proposed further along Melton Road will have any adverse impact upon the shops or the viability of the area.

Westdale Care Home is located on the A606 Melton Road close to Burleigh Road and Exeter Road. These side roads do not have any parking restrictions (apart from the proposed double yellow lines around the junctions) and provide a nearby alternative parking provision for visitors. Limited loading and unloading is permitted within the proposed restrictions that should accommodate deliveries should space be not available within the site.

Further discussions have been held with Westdale Care Home to understand the needs of the business, in light of comments received and taking into account comments and objections from local residents it is proposed that restrictions along sections of Melton Road are changed to 'No Waiting Monday to Friday between 7am and 7pm) as shown on drawings H/TRO/8256/002, 003 and 004 Rev A. The alterations will provide on-street parking provisions at a number of locations along Melton Road including:

- On the inbound side of Melton Road between Devonshire Road and Exeter Road;
- On the outbound side of Melton Road between Burleigh Road and opposite the Mellors Road junction (section fronting Westdale Care Home);
- On the outbound side of Melton Road opposite the Mowbray Gardens Junction and outside 173.

It is acknowledged that the proposed restrictions may alter current parking behaviours and it is considered that there are alternatives available for residents and visitors on adjacent streets if wishing to park for a period of time. However, where it is recommended that the proposed restrictions are changed it should provide greater opportunity and on-street parking provision in the evening and weekends when traffic demand is lower. Given the concern expressed by representatives of the care home it is intended to monitor parking activity in the area following the proposed alterations and review after six months to consider whether any changes are required. This is a compromise on the overall cycling strategy, but considered appropriate taking into account a balanced approach and responses received.

There are currently no specific parking restrictions on the public highway outside Grosvenor House Day Nursery and it is clear that this facility is valuable to the nursery to allow parents to have unrestricted access to drop off and pick up children, excepting where there are 'Keep Clear Markings' a bus stop clearway and 'No Waiting At Any Time' restrictions on the approach to the junction with

Boundary Road.

Following further discussions with the Day Nursery it is recommended that a bay providing Limited Waiting for 20 minutes is provided on Melton Road between Grange Road and the existing Keep Clear Markings. It is proposed that this would be in operation Monday to Friday between 7am and 7pm. Outside of these hours' restrictions will be in place to prevent overnight and weekend parking to ensure a continuous and clear cycle route along this section of Melton Road. The limited waiting bay would provide additional short-term parking provision for up to 7 vehicles that would mainly be in use during drop off and pick up times. This extra capacity should assist the Day Nursery and help minimise displaced parking onto nearby roads such as Grange Road and Endsleigh Gardens. The Day Nursery are supportive of this revision and have withdrawn their objection.

Surveys undertaken during October 2016 showed 230 cyclists using Melton Road over a 9-hour period; a Summer factor can be applied to this which raises the count to over 300 cyclists in the same period. There is also considered to be significant latent demand particularly from the anticipated Sharphill Woods development which will benefit directly from the proposed link.

It is considered that the proposed restrictions will support the County Council in achieving its aims and objectives set-out in the Cycling Strategy Delivery Plan to deliver a prioritised high quality, joined up, safe and well-connected cycle network.

A number of alterations to the proposed restriction are proposed, these include:

- Amend the 'No Waiting At Any Time' restrictions to 'No Waiting Monday to Friday, 7am – 7pm' along the following sections of Melton Road:
 - On the inbound side of Melton Road between Devonshire Road and Exeter Road;
 - On the outbound side of Melton Road between Burleigh Road and opposite the Mellors Road junction (section fronting Westdale Care Home);
 - On the outbound side of Melton Road opposite the Mowbray Gardens Junction and outside 173.
- Amend the 'No Waiting At Any Time' restrictions on Melton Road between Grange Road and existing 'Keep Clear Markings' to Limited Waiting (20 minute limit, Monday to Friday 7am – 7pm) and 'No Waiting Monday to Friday, 7pm – 7am and all day Saturday and Sunday'.

These revisions have been discussed with both the Care Home and Day Nursery, the Day Nursery have withdrawn their objections and the Care Home accept that the revisions help in a weekend and the evening, but on the basis that they have visitors throughout the day they requested that their objection was considered. The Care Home have been advised that Disabled Blue Badge holders can still park on the restrictions for up to 3 hours outside the property for those visitors who have limited mobility.

Both businesses have limited off-street parking provision.

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