

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

A proposed bus stop clearway (no stopping 7am-7pm) at stop NS0704, Wolfit Avenue, Newark

Details are set out:

A proposed bus stop clearway (no stopping 7am-7pm) at stop NS0704, Wolfit Avenue, Newark

Officers undertaking the assessment:

- Ann Leigh-Browne - Landscape Architect
- Mike Barnett – Team Manager Major Projects and Improvements, Via East Midlands Ltd

Assessment approved by:

Gary Wood, Group Manager Highways and Environment

Date: 13/02/2017

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?*

A 19m long bus stop clearway is proposed at stop NS0704, Wolfit Avenue, Balderton, Newark. It is proposed this clearway is in action 7am-7pm and will prohibit waiting and loading *during these hours* within the clearway markings.

The purpose of the bus stop clearways is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. This will benefit all users of the bus network as it will enable everyone to board the bus with 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 bus services operate on time and are not delayed.

A significant issue has been identified with parked vehicles at and near the stop obstructing buses and preventing them from pulling up at the kerb to allow passengers to embark and alight. This problem has been identified by both local residents and bus operators.

The opportunity to board with access from the footway will benefit all users of the network but will be of particular benefit for groups including the elderly, disabled and those with small children.

The impact of the proposal is that vehicles will not legally be able to stop, wait or park within the clearway between 7am and 7pm.

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
<p>A resident adjacent to the bus stop is a blue badge holder and during the consultation period it was established that a rear access vehicle and ramp is used to load their wheelchair.</p> <p>This manoeuvre is carried out with vehicle parked kerbside as, when parked perpendicular to the road on the property's drive, there is insufficient space for the chair to be loaded without going onto the carriageway. Implementation of the clearway would prevent this vehicle parking directly outside their property on the road directly outside the house and restrict the loading.</p>	<p>The location of the clearway is may be moved to provide kerbside parking within 2m of the property frontage.</p> <p>The clearway adjacent to this would ensure there could be ample room for loading a wheelchair if the vehicle was parked here and facing away from the bus stop.</p> <p>Relocating the stop further north on Wolfit Avenue also reduces the likelihood of the residents drive being blocked by waiting passengers, or by the bus when pulled up at the stop.</p> <p>A resident suggestion was made that the bus stop be relocated further north along Wolfit Avenue to a location in a layby opposite Brendon Close, Balderton.</p>	<p>Consultation took place on the original proposal, it is considered that the revision to move the clearway further north will improve access arrangements compared to the original proposals.</p> <p>No further changes are proposed to site the bus stop opposite Brendon Close.</p>

	<p>However, this would place the stop too close to the following stop along Wolfit Avenue.</p> <p>In addition, paired stops need to stay within 50m of each other, and this proximity would be lost if the stop was moved to the suggested location.</p>	
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Part B: Feedback and further mitigation

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

Initial proposals were as drawing LR/P.H.IB.31617.02/001 and these were consulted on between 19th October and 9th November 2016.

It is considered that at this location there is kerbside parking nearby on Wolfit Avenue, including immediately south of the clearway, which is still within close proximity of the house. In addition, the property has a broad drive at the front, sufficient to accommodate 3 vehicles and it is suggested that if the angle the vehicles are parked at is adjusted, there may be adequate space for access using the ramp without going onto the road.

Vehicles are frequently parked outside 3 Wolfit Avenue, restricting the location where buses are able to pull in. This is compounded by the absence of a bus pole to define the stop, and consequently buses frequently pull in outside 1 Wolfit Avenue, close to the junction with Main Street. However, the revised proposals locate the stop approx. 16m forward of this point, reducing the potential impact of traffic queuing behind the bus and improving the safety of the situation.

In response to comments raised by the objector, the location of the clearway was adjusted to facilitate access to their drive when buses were pulled up at the stop and to reduce the likelihood of traffic backing up onto Main Street whilst waiting behind a stationary bus.

The resident has maintained an objection to the clearway in the revised location.

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