

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

Proposed Bus Stop Clearways, Stapleford (BR0494, BR0092, BR0474, BR0139, BR0125)

Details are set out:

Proposed Bus Stop Clearways, Stapleford (BR0494, BR0092, BR0474, BR0139, BR0125)

Officers undertaking the assessment:

- Helen North – Improvements Manager, Via East Midlands Ltd
- Elliott Mizen - Facilities & Partnerships Manager, Nottinghamshire County Council

Assessment approved by:

Gary Wood, Group Manager Highways and Environment

Date: ~~##~~ 07/17

09/08/17

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?*

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 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.

The stops on New Eaton Road and Melbourne Road, Stapleford (BR0139 New Eaton Road NW-bound, BR0125 New Eaton Road SW-bound, BR0494 Brisbane Drive, BR0092 Washington Drive and BR0474 Ramsey Close have been identified by Passenger Transport Services Team as ones that suffer from obstructive parking and 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.

In 2015, in Broxtowe district an elderly lady fell and was injured whilst alighting from a bus which had been unable to pull up to the kerb at the bus stop, due to the proximity of parked cars.

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 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

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.

During the consultation period (between 22nd May and 5th July 2017) eight responses were received to the consultation, two of which were in support of the proposals (including Councillor MacRea, District Councillor for North-West Stapleford) and six are considered to be outstanding objections to some or all the proposals.

Objections were made on the following grounds:

- Loss of on-street parking / loading;
- Times of operation of the clearway;
- That the clearway / bus stop was not required.

During the consultation one respondent cited a loss of access to a householder's off-street parking provision; which they stated was essential as they had a child with additional needs.

A householders' right of access to their driveway is not adversely affected by the introduction of a bus stop clearway. A dropped vehicle access kerb provides a right of access over the footway and this right is unaffected by the presence of a bus stop or clearway. It is acknowledged that while a bus pulls up to drop off or pick up passengers, motorists may need to briefly wait to exit or enter private driveways or garages. This reflects the current position, as buses already pull up on the highway to serve these stops; the introduction of the clearway has no effect on this. Emergency vehicles are exempt from the stopping restriction.

As no loss of access will be effected by the introduction of the clearway, no alteration to the proposal is planned.

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

