

# Equality Impact Assessment (EqIA)

## Introduction

This EqIA is for:

PROPOSED BUS STOP CLEARWAYS – Howbeck Road, Arnold (GE0397) and Mellors Road, Arnold (GE0432)

Details are set out:

PROPOSED BUS STOP CLEARWAYS – Howbeck Road, Arnold (GE0397) and Mellors Road, Arnold (GE0432)

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:  
5<sup>th</sup> October 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?*

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 GE0397 (Berriedale Close) on Howbeck Road in Arnold and GE0432 (Churchmoor Lane) on Mellors Road in Arnold 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 <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 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 12<sup>th</sup> May and 12<sup>th</sup> June 2017) eight responses were received; five of these were in relation to 'Berriedale Close' (GE0397) on Howbeck Road. One respondent expressed support for the scheme and commented that vehicles frequently obstructed the stop. This forced the bus to drop passengers off on the verge, which was often wet and slippery, rather than on the hard-standing provided at the stop. The other four respondents objected to the proposals. Three responses were received in respect of 'Churchmoor Lane' (GE0432) on Mellors Road in Arnold all of which are considered to be objections to the scheme.

Within those objections, two respondents raised concerns about health / mobility issues for themselves or family members which they felt necessitated being able to park in close proximity to their houses.

In line with its Public Sector Equality Duty, Nottinghamshire County Council operates a policy for the provision of advisory disabled bay markings, to assist those with disabilities to access the highway. Where residents have significant health issues it may be appropriate to request an advisory disabled bay marking on the Highway, which would be provided free of charge by the County Council.

The provision of these markings is strictly controlled; this is to ensure that they are only provided where there is a defined need. These markings are only intended for use in very exceptional circumstances where parking levels are frequently high but available vehicle spaces are very limited. Applicants must be in receipt of the higher level of disability allowance and in all cases markings will only be considered if it can be demonstrated that off-street parking facilities (hard standing areas, driveways, garages) are not available or cannot feasibly be provided.

One respondent has an off-street parking provision via a dropped vehicle access over the highway on Mellors Road to the side of their property. The other respondent does not currently have an off-street parking facility. To ensure that the latter householder is not adversely affected by the introduction of a clearway it is proposed that either a vehicle dropped kerb or an advisory disabled bay highway marking will be provided if the applicant meets the disability criteria for such a marking. The respondent has been contacted regarding this and suitable mitigation will be implemented if the appropriate criteria are met. The introduction of the clearway is not affected by these future mitigation measures. Emergency vehicles are exempt from the stopping restriction.

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.

One household has access to off-street parking and so is not eligible for a highway disabled marking whilst the other will be offered appropriate mitigation if they meet NCC criteria for that provision (they are currently in an NHS assessment process which has not yet concluded). The introduction of the clearway is not affected by this future mitigation measure so no alteration to the scheme is proposed as a result of the EqIA.

Completed EqIAs should be sent to [equalities@nottsc.gov.uk](mailto:equalities@nottsc.gov.uk) and will be published on the Council's website.