

# Equality Impact Assessment (EqIA)

## Introduction

This EqIA is for:

Westdale Lane East area – Parking Restrictions and bus stop clearways

Details are set out:

The Nottinghamshire County Council (Acacia Crescent, Westdale Lane East, Carlton And Chestnut Grove, Gedling) (Prohibition of Waiting) Traffic Regulation Order 2017 (7188) and Bus Stop Clearways

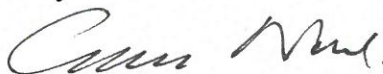
Officers undertaking the assessment:

Helen North – Improvements Manager  
Kendra Hourd – District Manager Highways (Gedling, Mansfield and Rushcliffe)

Assessment approved by:

Gary Wood, Group Manager Environment and Highways

Signed:



Date:

02/01/17

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?*

Westdale Lane East is a local distributor road in Carlton comprising of a mixture of commercial, medical and residential properties. These include Westdale Lane Surgery and a Royal Mail distribution centre, which has vehicle access off Acacia Crescent. Acacia Crescent, Chestnut Grove and Burlington Road are residential streets, comprising of semi-detached properties predominately with off-street parking. The density of business and residential properties in the area means demand for on-street parking in some locations can frequently exceed supply and this leads to vehicles being parked in close proximity to junctions.

The County Council have received complaints from businesses and residents regarding obstructive parking at several junctions along Westdale Road East; including Acacia Crescent, Chestnut Grove and Burlington Road. Obstructive parking near junctions invariably impedes visibility for pedestrians when crossing and for vehicle movements into and out of the junction. Additionally, parking on both sides of the road can narrow the carriageway to a single traffic lane, which means vehicles turning into



the road can be held up by vehicles turning out and so cause traffic on the main road to backup. The movement of larger vehicles, such as HGVs is particularly affected by the prevalent parking pattern.

Complaints have also been received from the bus operator and their customers regarding the lack of a raised bus boarding kerb and frequent flooding in wet weather at the Victoria Street bus stop (ref: GE0202) on Westdale Lane East. The stop is located on the northern side of Westdale Lane East, approximately 35m from the Westdale Lane Surgery outside several takeaway food premises that form part of a precinct of shops. It is not possible to install a raised bus boarding kerbs at the current location as there is insufficient space available to construct the required kerbs without affecting existing dropped vehicle access. To install a bus stop raised kerb it will be necessary to relocate the bus stop. To ensure the maximum utility can be achieved from the investment in the new kerbs a bus stop clearway (in operation at all times) will also be introduced to prevent parking at the bus stop. Complaints have also been received regarding obstructive parking at the paired bus stop on the southern side, also known as Victoria Street (ref GE0193). It is proposed therefore to also treat this with a bus stop clearway.

Bus stop clearways are installed to prohibit cars from parking or waiting in the bus stop during specific times. The main benefits of bus stop clearways are to:

- Help the bus align with the kerb to enable level access for 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.

In response to the complaints received regarding obstructive parking and the lack of accessibility of bus stop ref: GE0202, it is proposed to introduce the following measures:

- Double yellow lines (No Waiting at Any Time) at the following locations:
  - Junction of Burlington Road and Westdale Lane;
  - Junction of Chestnut Grove and Westdale Lane;
  - Junction of Acacia Crescent and Westdale Lane;
  - Acacia Crescent – side of the Post Office Sorting Office (32m long);
  - Acacia Crescent – side of 17 Westdale Lane (34m long).
- Amendments to bus stops 'Victoria Street' (refs: GE0202 & GE0193) as follows:
  - Move existing bus stop GE0202 from outside 14/15 Westdale Lane East to outside the Westdale Lane Surgery – including relocation of bus shelter;
  - Introduce raised bus stop boarder kerbs to new bus stop (GE0202) outside the Surgery and to the existing stop (GE0193) outside the Post Office Sorting Office;
  - Introduce bus stop clearways (no stopping except buses) to both stops. 17m long outside the Surgery and 19m long outside the Post Office Sorting Office.

## 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
<p>Vehicles are parked in close proximity to junctions; this obstructs visibility for pedestrians and cyclists when crossing the junction. The presence of parked vehicles at the junctions inhibits turning movements and visibility for drivers emerging or turning into side roads.</p> <p>The proposed relocation of bus stop (ref GE0202) will enable it to be provided with a raised boarding kerb. 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).</p>		<p>Affected frontages and statutory consultees were written to. The proposals (initial and fully revised scheme) were advertised on site, in the newspaper and were also publicised on NCC's website.</p>



## Part B: Feedback and further mitigation

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

Two rounds of consultation were undertaken; an informal and a statutory round. Counting both rounds of consultation; 12 individual responses were received and of these 7 responses are considered outstanding objections to part or all the proposals.

Two respondents objected to all or part of the proposals citing health issues, because of these views and comments made by other respondents several changes were made to the proposals. These changes include

- Extend the proposed double yellow lines at the junction of Burlington Road and Westdale Lane East;
- Amend the proposed location of stop GE0202 approximately 5m further east outside the surgery and move the bus stop shelter to the back of the footway;
- Extend the proposed double yellow lines at the junction of Burlington Road and Westdale Lane East;

#### Respondent A:

One respondent stated that both they and a relative living at the property had health problems and that the proposals would make it harder for them to park outside their home. They requested that either residents' only parking be provided or that the proposed double yellow lines be replaced with single yellow lines.

The scheme was modified to replace the proposed double yellow lines with single yellow lines on the eastern side of Acacia Avenue, (these would be in operation Monday – Saturday 800am – 600pm). The majority of properties on Acacia Avenue have off-street parking provision; which means the cul-de-sac does not meet the Nottinghamshire County Council criteria for the introduction of a residents' parking scheme.

The respondent maintains their objection to the revised restrictions; stating that the proposed period of operation is still too extensive. However, the times and days of operation of the proposed restrictions reflect the highway needs in the area and are designed to ensure sufficient carriageway is available to enable the safe and efficient movement of vehicles, cyclists and pedestrians.

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. 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.

The provisions of markings is strictly controlled, this is to ensure that they are only provided where there is a defined need. Applicant drivers should have a serious physical impairment, which severely restricts their movements, and should possess or qualify for Special Access Permits. This means possessing a Blue Badge and being in long term (2 year minimum) future receipt of the higher rate of the Mobility component of the Disability Living Allowance/Personal Independence Payment (PIP).

The respondent has been informed of the criteria and process for the free provision of an advisory disabled marking and if a successful application is made by the respondent an advisory bay will be provided at no cost to the respondent.



**Respondent B:**

One respondent objected to the proposed relocation due to the increase in noise and the effect this would have on their health as they suffered from tinnitus.

The proposals will benefit all bus users, and particularly the infirm, disabled and very young by providing a raised boarding kerb facility.

As a result of comments received the proposed location of the bus stop was revised, moving it approximately 4.5m east, and the bus shelter re-sited to the back of the footway. The concern regarding noise is noted; however, it is not considered that the relocation will significantly add to noise levels in the area. The objector lives on Westdale Road East, a main road which has annual average daily traffic movements of 7,700 vehicles and less than 100m from the Main Road / Gedling Road junction, a main distributor route which carries around 9,500 vehicles daily. The respondent currently lives opposite an existing bus stop and adjacent to the health centre and their car park. The bus stop has been moved approximately 4.5m further away from the property, to reduce the proximity of any vehicle noise. The stop is not a timing point, so the bus will only pull in briefly to set down or pick up passengers on demand and not idle at the stop. The presence of a clearway will prevent parking at this location and therefore reduce the noise from these vehicles.

The nearest alternative bus stops on Westdale Lane and on Gedling Road / Main Road are approximately 320m and 200m away respectively. Nottinghamshire County Council policy requires bus stops to be positioned at regular intervals (up to 150m apart in urban areas) to ensure that the network is as accessible as possible. It is considered that the proposed site for stop GE0202 is appropriately placed at an equitable distance between the other stops on the network and that the stop is required to ensure a parity of provision over the network for users.

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

