

Appendix A: Equality Impact Assessment

Equality Impact Assessment Form (Page 1 of 6)

Title of EIA: Southside Transport Strategy Capital Programme

Department: Development

Service Area: Transport Strategy

(please underline)

Author (assigned to Covalent): John Bann

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Director: Sue Flack

Strategic Budget EIA: N

Brief description of proposal / policy / service being assessed:

Southside Transport Strategy Capital Programme: Local Growth Fund

In 2014 the Government announced a series of Growth Deals with Local Economic Partnerships (LEPs) across the country for 2015/16 and beyond with the funding to be provided through the Local Growth Fund mechanism. The Growth Deal for the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) LEP comprised of a range of investments totalling £174.3 million.

Part of this deal was a £10.3 million investment to support the delivery of the Nottingham Southside Transport Strategy, through improvements in the City Centre highway infrastructure and public realm. This investment was recognised as a key feature in the Growth Deal because it supports the redevelopment of the INTU Broadmarsh Centre and the redevelopment of the area around the Centre and the Railway Station, leading to economic growth and the creation of new jobs. This programme will also include major changes to bus operations in the Broadmarsh area. In recognition of this it is proposed to allocate £3.683m from the Nottingham Better Bus Fund and Local Transport Plan allocated to support the programme.

The purpose of this report is to secure approval for the 2015/16, 2016/17 and 2017/18 Southside Strategy investment programme in the Broadmarsh Environs. It is proposed that the funding is split to allow £2.325 million to be spent in 2015/16, £6.4 million in 2016/17 and £4.422m in 2017/18.

In order to secure the funding an EqIA was produced as part of the bidding process and formed part of the suite of documents which made up the business case for the Southside Transport Strategy.

The Southside Transport Strategy aims to manage and deliver the transport objectives of the wider regeneration portfolio to “maximise the potential

of the City Centre, by creating a place that people want to use for shopping, work and leisure” (Nottingham City Time and Space Plan). This programme places an emphasis on improving the roadspace on the approach to and around the Broadmarsh Shopping Centre. INTU are redeveloping the Centre and have submitted a planning application. To support the development the Broadmarsh multi storey car park and bus station will be refurbished to provide twenty first century facilities for the southern City Centre. In addition, a new Skills Hub / College is planned to the east of the Broadmarsh.

The Broadmarsh Roads space transformation part of the Southside Transport Strategy is made up of five key strands outlined below:

- The key element will be the proposed pedestrianisation of Collin Street and Upper Carrington Street (from Canal Street to Collin Street). This will require the removal of all through traffic, buses and taxis from Collin Street. The taxi rank on Carrington Street will be relocated to a location convenient to the new Broadmarsh developments.
- The busy bus stops on Collin Street will be relocated onto Canal Street, which will become two way and only for buses and cyclists between Middle Hill and Greyfriar Gate. The Broadmarsh Multi Storey Car park entrance and exit on Collin Street will be closed and relocated onto Middle Hill, which will become two way.
- General traffic will be diverted from Collin Street and Canal Street onto the Southern Relief Route which links Maid Marian Way with Bellar Gate/Lower Parliament Street via Wilford Street, Wilford Road, Waterway Street West, Sheriffs Way, Queens Road and London Road. Certain junction improvements and lane changes will be undertaken along the route to accommodate the increase traffic flows.
- The Greyfriar Gate/Maid Marian Way junction will be reconfigured to accommodate the traffic diverted off Collin Street onto the Southern Relief Route.

The key equalities issues:

- Helping residents to get around Nottingham by bike, on foot and by public transport, to access services and opportunities.
- Improve access to the City centre for people without a car through improvements to the highway network for the benefit of bus services. The scheme will particularly benefit low income groups within some of the most deprived wards nationally – the adjacent Meadows and Sneinton areas are in the bottom 10% in the rankings nationally for multiple deprivation and are areas with higher than average working age unemployment. Through measures which will reduce the barriers that currently restrict more people from walking and cycling it has the potential to reduce the cost of travel for families and individuals by enabling more people to consider these modes from areas which are adjacent to the

City Centre but cut off due to the existing road network. This includes reducing the dominance of the car, enhancing the public realm and effectively connecting the inner city housing areas to the City Centre with better walking and cycling facilities.

- Reducing the number of vehicles on the road helping to tackle congestion and reducing pollution.
- Supporting people to travel to work.
- Investing in Nottingham’s public realm. This is seen as an important way in which cities can attract investment and new employers, which will have a particular benefit to young people, ensuring access to good jobs in sectors with long term prospects.
- Ensuring materials and design meet the requirements of disabled people, particularly blind and partially sighted users.
- Providing facilities which have been designed to be used by a variety of bikes, tricycles and trailers.

Information used to analyse the effects on equality:

Consultation and engagement that took part during the development of the Nottingham Local Transport Plan. In developing the Plan a range of evidence was used to assess the existing barriers to transport such as the Mosaic database, perception and satisfaction surveys such as the Big Ideas Survey.

In undertaking design, reference will be made to the Equality Act 2010 (national guidance on Inclusive Mobility) alongside Equality Impact Assessments carried out for other highway improvements schemes, in particular for pedestrianisation schemes. The City Council’s Access Officer will also be consulted throughout the design process.

	Could particularly benefit X	May adversely impact X	How different groups could be affected (Summary of impacts)	Details of actions to reduce negative or increase positive impact (or why action isn’t possible)
People from different ethnic groups.	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • Impact of highway and transport schemes are not normally restricted to particular groups, although they may impact on the use of a transport service. • The scheme has the potential to increase access to services and 	<ul style="list-style-type: none"> • Consultation and publicity will be made available in alternative formats and any direct consultation events will be tailored according to the requirements of the local stakeholders/ population. A consultation website specifically designed for this scheme is under
Men	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Women	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Trans	<input type="checkbox"/>	<input type="checkbox"/>		
Disabled people or carers.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		

Pregnancy/ Maternity	<input type="checkbox"/>	<input type="checkbox"/>
People of different faiths/ beliefs and those with none.	<input type="checkbox"/>	<input type="checkbox"/>
Lesbian, gay or bisexual people.	<input type="checkbox"/>	<input type="checkbox"/>
Older	<input type="checkbox"/>	<input type="checkbox"/>
Younger	<input type="checkbox"/>	<input type="checkbox"/>
Other (e.g. marriage/ civil partnership, looked after children, cohesion/ good relations, vulnerable children/ adults). <i>Please underline the group(s) /issue more adversely affected or which benefits.</i>		

<p>opportunities. The schemes will reduce severance caused by the car and increase accessibility in particular for those who do not own a car.</p> <ul style="list-style-type: none"> • The scheme will provide safe facilities which will enable citizens to travel to work around the City by bike and on foot. This will have a positive benefit on the physical and mental health of Nottingham's citizens. Special attention will be required in streets where some traffic still mixes with pedestrians, such as pedestrianised streets where cyclists and servicing vehicles are allowed and in less managed streets where there are low vehicle flows. This is a particular issue for blind and partially sighted pedestrians. • An increase in cycling could cause an increase in conflict between different road users. • The taxi rank in upper Carrington St will be removed. • The construction of the works will to some extent will adversely affect anyone who uses this part of the transport network. However disabled community are at the particular risk during this period. • Employment in the taxi industry is heavily dominated by people from the BME community. As an industry that requires a functioning road network there may be an impact during construction. 	<p>construction. This will enhance the information which is put out to citizens and provide an additional platform for them to respond. The scheme will also be consulted on via traditional methods to ensure anyone who does not have access to the internet will also be made aware of the potential changes. This will include the formal transport consultation process, leaflets, public meetings and information via Councillors and the media. This will ensure all views are listened to and will be put out in sufficient time that changes can be made to the scheme if the public/group comments are felt to be valid. This decision/change process will be taken in conjunction with the elected Portfolio Holder for Jobs, Growth and Transport.</p> <ul style="list-style-type: none"> • As statutory consultees, DIG will be formally consulted on the TRO proposals and input on the detailed design • Through the wider work of the Transport Strategy Team a strong network of community involvement has been established. This will be used to ensure the scheme is consulted with (at the design stage) and promoted to all of the groups listed within this EqIA. The delivery Team will work with the Equalities Team to ensure that as many groups and organisations as possible are consulted with. • International standards for road signs
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			<ul style="list-style-type: none">• Greater pedestrianisation will reduce parking areas for wheelchair users and those with restricted mobility.	<p>and markings will be used.</p> <ul style="list-style-type: none">• Pedestrianisation of Collin Street and Upper Carrington St and removal of general traffic in Canal St will provide a better and safer environment for all pedestrians. Footways will be widened to promote pedestrian priority and all general traffic, except for loading and access will be removed.• Seating will be provided at frequent intervals in the new pedestrianised area using contrasting colours to help people with visual impairment.• A new taxi rank will be provided to replace that currently is located in Upper Carrington St. The location is yet to be decided be will be convenient to the Broadmarsh centre.• The Council support organisations such as Ridewise who offer child and adult cycle training. They also run a course for professional lorry and van drivers to raise their awareness of cyclists. This increases safety and increases respect between different modes. The Council will also actively engage in national campaigns to increase road safety in particular for vulnerable road users.• All facilities will undergo a rigorous safety audit prior to construction.• Method of construction to be carefully programmed to safeguard pedestrians through the works site and ensure access to properties and
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				<p>facilities are maintained for the duration of the works.</p> <ul style="list-style-type: none">• Comprehensive traffic management arrangements will be in place to include provisions under the New Roads and Streetworks Act Chapter 8 such as temporary ramp boards and tapping rails on temporary barriers. Diversion routes for traffic and pedestrians to be clearly signed with temporary changes to the highway layout to be communicated in advance through face to face engagement, publicity, signage and local/social media.• The taxi association is a statutory consultee on any changes. By making the City Centre more welcoming to modes of transport other than just the private car, it has the potential to increase trade for the industry, if people choose not to drive they may consider a taxi journey.• The roads which will be impacted by the proposals are mostly main highways routes which are not currently used for parking by wheelchair users and those with restricted mobility. Pedestrianisation and enhanced public realm will however make the City Centre much easier to navigate and move around in to the benefit of those with
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restricted mobility.

Outcome(s) of equality impact assessment:

- No major change needed •Adjust the policy/proposal •Adverse impact but continue
- Stop and remove the policy/proposal

Arrangements for future monitoring of equality impact of this proposal / policy / service:

Review assessment following completion of the Traffic Regulation Order process and design development including considering a Public Realm Quality Audit, which includes a review of the impact of the proposal on disabled people.

Approved by (manager signature):

*J E Bann*_____

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Send document or link to:

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