

Appendix A: Equality Impact Assessment

Equality Impact Assessment Form (Page 1 of 5)

Title of EIA: Southern Growth Corridor

Department: Development

Service Area: Public Transport
(please underline)

Author (assigned to Covalent): Richard Wellings

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Director: Sue Flack

Strategic Budget EIA: N

Brief description of proposal / policy / service being assessed:

Southern Growth Corridor: Local Growth Fund

The Southern Growth Corridor (SGC) proposes to create an innovative substantially electric bus based corridor that benefits from bus priority measures (including extensive bus lanes), new routing options, stop and shelter upgrades and real time information. This will help to reduce journey times, make the services more reliable and offer a more attractive alternative to the private car. The corridor will link up existing and proposed employment sites with the City Centre and other public transport services including the enhanced tram network, the two bus based park and ride services in addition to the existing extensive bus network serving the city of Nottingham. It will offer an attractive and reliable public transport alternative to the private car for both work and leisure trip making and will have little or no detrimental impact on general traffic. The new electric buses that will run on the Citylink routes have been procured by the City Council.

The SGC corridor runs east to west connecting through and serving the city centre. The corridor is effectively served by the Citylink 1 and Citylink 2 routes, however the SGC extends further out to the east to take in new housing and employment sites in Gedling. This easterly extension is not served by a specific bus service. In addition, the SGC does not propose any specific measures to the bus network within the City Centre as these are the focus of other schemes including the City Council led Southside Transport Strategy scheme which focuses on the roads around the Broadmarsh shopping centre.

The scheme proposes changes to how the Racecourse Park and Ride site operates. Currently the buses pull into the park and ride site to access the stops within the site. This detour takes around 3 minutes to perform creates delays to the buses and to the many passengers not using the P&R site who are forced to wait on the bus for this to happen. The proposal is to replace the internal P&R stops with ones on Daleside Road such that the buses do not have to loop into the site.

The section of the corridor on Daleside Road will also combine with the Eastern Cycle Corridor (to form a bus/ cycle priority corridor).

The key equalities issues:

- Improving travel to work options to existing and proposed employment sites along the corridor
- Improving public transport travel options to the city centre (and beyond) for work, leisure and shopping
- Making bus journeys more attractive, quicker and more reliable in order to stimulate mode change from the private car
- Improving existing pedestrian and cycle crossing points and creating new ones
- Enhancing bus stops with shelters, real time information and protection from parked cars (this makes level boarding easier for all users, but particularly people with buggies, young children and shopping and people with limited mobility including those with wheelchairs or walking aids.
- Reducing the number of vehicles on the road helping to tackle congestion and reducing pollution.
- Ensuring materials and design meet the requirements of disabled people, particularly blind and partially sighted users.
- 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.

Information used to analyse the effects on equality:

- Previous design and project management work on transport and highway schemes and the undertaking of equality impacts
- Design review with scheme designers
- Safety audits
- Use of customer satisfaction survey undertaken on City link services.
- Inclusive design principles have been advocated from the outset (feasibility stage) and are now being taken through into detailed design work.
- Scheme designers are made aware of potential equality impacts by client project manager
- Consultation held with bus operators
- Consultation and engagement that took part during the development of the Nottingham Local Transport Plan
- reference has been 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. Input from bus operators.

	Could particularly benefit X	May adversely impact X
People from different ethnic groups.	<input type="checkbox"/>	<input type="checkbox"/>
Men	<input type="checkbox"/>	<input type="checkbox"/>
Women	<input type="checkbox"/>	<input type="checkbox"/>
Trans	<input type="checkbox"/>	<input type="checkbox"/>
Disabled people or carers.	<input checked="" type="checkbox"/>	<input checked="" 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>	none	none

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)
<ul style="list-style-type: none"> The impacts of highway and transport schemes are not normally restricted to particular groups, although they may impact on the use of a transport service (generally increasing uptake). The scheme has the potential to increase access to services and opportunities. The schemes will improve travel options in particular for those who do not own or have access to a car. The new proposed bus lanes will also be available for use by cyclists, wheelchair accessible taxis and also by private electric cars. This could create conflict between cyclists and vehicles, however there is an alternative cycle ambition corridor for cyclists to use being provided as part of the scheme. New and improved pedestrian crossings will be implemented benefitting all users, but particularly citizens with limited mobility The changes to the way buses access the Racecourse Park and Ride site may increase walk distances to bus stops 	<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 will be used that has previously been adopted successfully for the Cycle Ambition Corridors. 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. As statutory consultees, Disability groups will be formally consulted on the Traffic Regulation Order (TRO)

			<p>proposals and input on the detailed design</p> <ul style="list-style-type: none"> • 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 fully consulted on • New crossing facilities have been included within the scheme where possible • Enhancements to bus stops will make accessing the bus easier for all • Existing crossing points have been reviewed and will be enhanced where possible • The design of the new Racecourse Park and Ride stops will ensure that walk distances (and gradients) from the car park are minimised. Blue badge parking spaces will be relocated closer to the stops. • All designs will undergo a multiple safety audits prior to construction (and post construction). • Method of construction to be carefully programmed to safeguard pedestrians through the works site and ensure access to properties and facilities are maintained for the duration of the works. • Comprehensive traffic management arrangements will be in place to include provisions under the New Roads and Streetworks Act Chapter
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				<p>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.</p> <ul style="list-style-type: none"> • 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.
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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):

Paul Horn

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[Send document or link to:](#)

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