

Title of EIA/ DDM: Broadmarsh Multi Storey Car Park Demolition and Rebuild
Name of Author: Clive Williams
Department: Chief Executives
Director: Chris Deas
Service Area: Major Projects
Strategic Budget EIA Y/N (please underline)
Author (assigned to Covalent): Clive L Williams

The demolition and rebuild of the Broadmarsh Car Park, Bus Station and retail, as part of the redevelopment of the Greater Broadmarsh, and in line with the Development Agreement that Nottingham City Council have with Intu.

	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 checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Demolition and rebuild of the Broadmarsh Car Park will provide benefits to all, allowing for a new purpose built and modern bus station, car park and retail.</p> <p>The new car park will be designed to the latest standards, to meet with current day expectation such as the Park Safe standards to ensure a safe, well-lit environment.</p> <p>Better access facilities will benefit the elderly, young and disabled and a better lit and secure car park will make it a safer location.</p> <p>It has been identified that during both the demolition and rebuild period that there may be adverse effects on existing elderly and disabled users of both the bus station and the car park, which have been mitigated in a number</p>	<p>During the closure period for the bus station, temporary bus and coach stopping arrangements will be put in place. The relocated services will serve a combination existing bus stops and newly created ones on Canal Street. The locations are convenient for onward travel and are in close proximity to pedestrian crossing facilities. The bus stops will have the same infrastructure standard as other City Centre bus stops to include shelters with seating, printed information and real time displays. In addition, an area adjacent to Nottingham Station has been identified for National Express and other coach departures. This location provides good transport links between all modes of transport including coaches, rail, taxis, trams and buses.</p> <p>The proposed bus station layout will benefit from an inclusive for all design</p>
Men	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Women	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Trans	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>		
Younger	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Other (e.g. marriage/ civil partnership, looked after children, cohesion/ good relations, vulnerable children/ adults).	<input type="checkbox"/>	<input type="checkbox"/>		
Please underline the group(s) /issue more adversely affected or which benefits.				

			<p>of ways to reduce the impact.</p> <p>Closure of the Bus Station and car park for demolition will result in the Shopmobility service provided by NCC at the Travel Centre ceasing to operate.</p>	<p>from the outset and will follow to DfT's Inclusive Mobility 2005 guidance (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf). The design will minimise steps and ramps, will provide seating with armrests, printed and electronic timetable information, be well lit, and will benefit from CCTV and staff on hand to provide information and security. A fully enclosed concourse will separate passengers from buses, thereby shielding them from noise and fumes and making the waiting environment more comfortable and pleasant.</p> <p>Bus operators have been consulted on the initial principles of the design, and when designs have progressed further these will subject to Disability Access Audits and discussion with other public transport user groups.</p> <p>During the demolition and new build, temporary car parking will be provided in areas adjacent to the existing car park. These new and existing parking areas will be clearly sign posted and contain parking spaces that are designated to disabled users and families with young children.</p> <p>A vacant unit in the Broadmarsh Centre has been allocated to the project as a point of consultation, allowing citizens to have input into the new build proposals by either a suggestions box or arrange a face to face meeting.</p> <p>In consultation with Intu the Shopmobility service for disabled people currently located in the Bus Station Travel Centre will be re located into a temporary structure in Tanners Walk and provide a reduced service</p>
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			<p>based on current operational needs and requirements</p> <p>Nottingham City Council, Intu, Trent Barton and National Express Coaches will use their existing established communication links to keep existing and new users informed of changes to services. The bus operators will inform users of the new stops through advertising in the relevant buses, and notification at bus stops.</p> <p>The Bus companies also have to register their new routes and give 1 months' notice to Traffic Commissioners.</p> <p>The Streetscape design guidance will be followed, resulting in better lighting, CCTV surveillance, a brighter decorated environment, new lifts, all contribute to making the car park and bus station a safer and more inclusive environment.</p> <p>Comprehensive Traffic Management arrangements will be in place to include temporary access, signage and barriers. Diversion routes for traffic and pedestrians to be clearly signed with temporary changes communicated in advance through face to face engagement, publicity, signage, press releases, and social media.</p> <p><u>Actions will need to be uploaded on Covalent and they will be periodically monitored by the ECR Team.</u></p>
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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:

Note when assessment will be reviewed (e.g. Review assessment in 6 months or annual review); Note any equality monitoring indicators to be used; consider existing monitoring/reporting that equalities information could form part of.

Reviews will be carried out after the demolition (6 months) and prior to commencement of the new build.

Approved by (manager signature):

The assessment must be approved by the manager responsible for the service/proposal. Include a contact tel & email to allow citizen/stakeholder feedback on proposals.

Richard Beckett.
Head of Major projects

Date sent to equality team for publishing:

Send document or link to:
equalityanddiversityteam@nottinghamcity.gov.uk

25-05-17

Equality Impact Assessments must be attached to the DDM for publication.

Before you send your EIA to the Equality and Community Relations Team for scrutiny, have you:

1. Read the guidance and good practice EIA's
<http://www.nottinghamcity.gov.uk/article/25573/Equality-Impact-Assessment>
2. Clearly summarised your proposal/ policy/ service to be assessed.
3. Hyperlinked to the appropriate documents.
4. Written in clear user friendly language, free from all jargon (spelling out acronyms).
5. Included appropriate data.
6. Consulted the relevant groups or citizens or stated clearly when this is going to happen.
7. Clearly cross referenced your impacts with SMART actions.



Nottingham
City Council