

Equality Impact Assessment Form

screeintip-sectionA

1. Document Control

1. Control Details

Title:	Nottingham – Derby Transforming Cities Fund/Future Transport Zone Programme
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2. Document Amendment Record

Version	Author	Date	Approved
1	Anne-Marie Barclay	15 May 2020	

3. Contributors/Reviewers

Name	Position	Date

4. Glossary of Terms

Term	Description
Ebike	Electric bike
Escooter	Electric scooter (as defined by Department for Transport)

[screentip-sectionB](#)

2. Assessment

1. Brief description of proposal / policy / service being assessed

This EIA follows successful funding bids from the Department for Transport's Transforming Cities Fund, and Future Transport Zones fund. The two programmes are complimentary, aiming to improve productivity and prosperity through investment in public and sustainable transport, improving transport links and promoting local growth.

As joint bids in partnership with Derby City Council, the programmes will provide a significant enhancement to connectivity between the two cities and the key employment sites in the area. The programmes will be delivered over a four-year period offer the opportunity to investment in smart technologies and signal upgrades to improve the experience for passengers using public transport, and substantial improvements along key corridors into the city to encourage sustainable commuting through walking and cycling.

The projects to be delivered in Nottingham and Derby as part of this scheme include:

- Creating a more welcoming gateway into the city, connecting Nottingham Station, Broadmarsh and Nottingham Castle.
- Creation of a data platform with live information feeds and better management of the network through investment in improved cameras and sensors (e.g. parking displays). It will also provide upgraded real time information keeping travellers informed.
- Improving real time information for public transport across the region.
- Upgrading the Robin Hood ticketing system, making it more flexible, and introducing contactless payment system.
- Expanding integrated ticketing across the two cities tying in different forms of transport.

- Increasing the number of Park & Ride spaces at existing and new sites on key commuter routes into Nottingham.
- Development of three new 'smart' park and ride facilities in Derby with improved cycling and public transport links, upgraded real time information and waiting and electric charging facilities.
- Expansion of the D2N2 chargepoint network, including into the new Broadmarsh car park.
- Creation of transport hubs to provide a combination of services, particularly focused around electric mobility, which will include forms of micromobility such as Escooters.
- Improvements along key routes to employment sites, potentially including a new bridge over the River Trent supporting the Waterside regeneration.
- Upgrading cycle links between Nottingham Derby and East Midlands Airport growth area.

screeintip-sectionC

2. Information used to analyse the effects on equality:

Design and construction work will make reference to the national guidance on Inclusive Mobility and Equality Impact Assessments carried out for highway improvement schemes; In particular for pedestrian and cycling schemes as part of the design process.

<http://www.legislation.gov.uk/ukpga/2010/15/contents>

All new cycle infrastructure will designed in accordance with the Nottingham Cycle Design Guide. This Guide has been developed in consultation with a range of user groups to ensure new facilities benefit as many people as possible and do not cause dis-benefits to anyone using the highway network, and looks to build cycle infrastructure that is suitable for all types of bike including adapted and tricycles.

3. Impacts and Actions:

<u>screeintip-sectionD</u>	Could particularly benefit X	May adversely impact X
People from different ethnic groups.	<input type="checkbox"/>	<input type="checkbox"/>
Men	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<u>Women</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Trans	<input type="checkbox"/>	<input type="checkbox"/>
<u>Disabled people or carers.</u>	<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"/>
<u>Older</u>	<input checked="" 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).	<input type="checkbox"/>	<input type="checkbox"/>
<i>Please underline the group(s) /issue more adversely affected or which benefits.</i>		

<p style="text-align: right;"><u>screentip-sectionE</u></p> <p>How different groups could be affected (Summary of impacts)</p>	<p style="text-align: right;"><u>screentip-sectionF</u></p> <p>Details of actions to reduce negative or increase positive impact (or why action isn't possible)</p>
<p><u>Men/Women</u></p> <ul style="list-style-type: none"> - Increased priority for buses will improve journey times, improving the availability of realtime information and disruption information could make using public transport more desirable and easier to use. - Increased park & ride provision could make using public transport more accessible. 	<ul style="list-style-type: none"> - Action: All schemes will be designed to meet with the latest standards published by the Department for Transport

- Smart ticketing and contactless payment will offer additional ways to pay for travel, removing one of the potential barriers to using public transport
- Cycling levels particularly as a method of commuting are currently a key part of the post COVID-19 recovery plan. Increasing cycling offers the user health benefits, alongside improved air quality and reducing congestion. Schemes being delivered as part of the TCF programme will enable more people to be able to consider cycling as a mode for their journey.

Disabled people/carers

- Construction of the park & ride sites, and public realm enhancements may require temporary traffic management measures to be introduced
- Increasing cycling can benefit and dis-benefit disabled people and it is important to be aware of issues and address them as part of the design process.
- The Nottingham Cycle Design Guide recognises the needs of disabled people. Design standards allow for adapted bikes such as tricycles and recumbents.

- **Action:** All projects affecting access or changes to the highway will be subject to comprehensive Traffic Management. 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.
- **Action:** Delivery of public transport improvement schemes will be undertaken in consultation with the Disability Inclusion e.g. resolution of display screens for the visually impaired, alternative audio options etc.
- Cyclists do not make a noise like a car engine, this can mean road crossing for blind and partially sighted can be harder on heavily used cycle routes. **Action:** All facilities will be safety audited, consulted and include all required tactile paving. Where road crossing is difficult formal signalised crossings will be installed with features such as rotating cones. The impacts of new transport solutions on vulnerable groups will be closely monitored.
- **Action:** Improvements for pedestrians will enhance side road crossings and dropped kerbs. This will have benefit for wheelchair users as well as push chairs and the elderly.

Action: The proposals include supporting a bike share scheme, which will include provision for electric bikes. Electric bikes require less effort to cycle than a traditional bike and in countries where they are now

<p><u>Older</u></p> <ul style="list-style-type: none"> - Older people will benefit from enhanced cycle facilities and the electric bike hire proposals. - Design standards mean that cycle paths will be wide enough to allow tricycles and adaptive bikes to be used. Discussions with older cyclists from the local Pedals cycle group have shown that balance is an issue for some older people and they have moved to using a tricycle to maintain using a bike safely. <p><u>Younger</u></p> <ul style="list-style-type: none"> - Poor cycle facilities can limit whether young people can safely travel to key destinations such as school. Parents may restrict cycling due to the fear of an accident. 	<p>common such as Holland and Germany have proved popular with older people as they allow them to continue an active lifestyle. The impacts of new transport solutions on vulnerable groups will be closely monitored.</p> <ul style="list-style-type: none"> - Action: The proposals include provision of off carriageway routes that are segregated from traffic helping users feel safer in undertaking the activity.
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4. Outcome(s) of equality impact assessment: Tick a box please

<input checked="" type="checkbox"/>	No major change needed	<input type="checkbox"/>	Adjust the policy/proposal
<input type="checkbox"/>	Adverse impact but continue	<input type="checkbox"/>	Stop and remove the policy/proposal

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

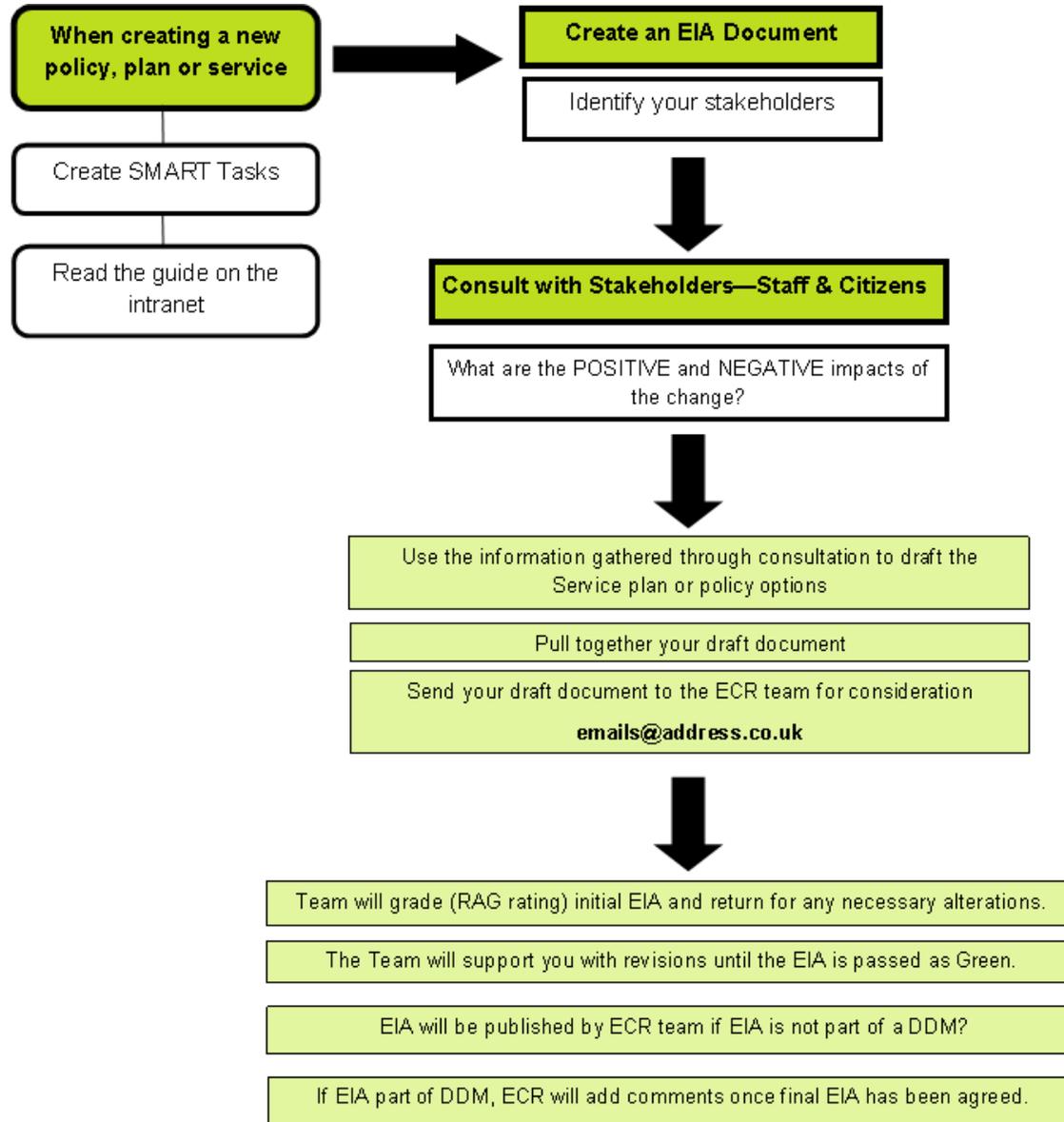
<ul style="list-style-type: none"> - In line with DfT reporting requirements, a full monitoring and evaluation framework will be put in place across the programmes.

6. Approved by (manager signature) and Date sent to equality team for publishing:

<p>Approving Manager: Chris Carter Head of Service, Transport Strategy chris.carter@nottinghamcity.gov.uk 0115 876 3940</p>	<p>Date sent for scrutiny: Send document or Link to: equalityanddiversityteam@nottinghamcity.gov.uk</p>
<p>SRO Approval:</p> 	<p>Date of final approval: 21/05/20</p>

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://intranet.nottinghamcity.gov.uk/media/1924/simple-guide-to-eia.doc>
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.



KEY
EIA— Equality Impact Assessment
ECR— Equality & Community Relations Team
DDM—Delegated Decision Making