

Equality Impact Assessment Form (Page 1 of 2)

Title of EIA/ DDM: Creative Quarter: Derby Road Pedestrian Environment Improvement Works

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Department: Development and Growth

Service Area: Traffic and Safety

Author (assigned to Covalent):

Director: Sue Flack

Strategic Budget EIA Y/N (please underline)

Brief description of proposal / policy / service being assessed:

Derby Road is one of the primary corridors into the city centre from the north and east of the city, as well as an important local retail centre. The route forms part of the east-west cross city pedestrian axis from Canning Circus through the Creative Quarter and onto Sneinton Market. The route is heavily trafficked, but also has an active street frontage, with many independent retail units along its length and a number of high frequency bus routes.

The improvements will help foster increased pedestrian footfall within the area and improve pedestrian activity along the road. In recognition of the importance of this approach, funding was secured through the 'European Regional Development Fund' (ERDF) programme to enhance the public realm and street scene. The scheme also supports the 'Nottingham City Centre Time and Place Plan', the 'Local Transport Plan' (LTP3) and complements wider regeneration priorities in the city centre.

The aims of the scheme will be to provide improved pavements and crossings along Derby Road between Canning Circus and Tollhouse Hill roundabout for pedestrians, along with possibilities for road space reallocation.

This Equality Impact Assessment (EIA) is for highway improvements on Derby Road between Toll House Hill roundabout and Canning Circus. The current programme for these works is spring 2015. The works will be completed in sections along the street to minimise the duration of any local disruption. The improvements on Derby Road include: new widened pavements, kerbs, trees, street lighting, upgrading of two existing pedestrian crossings and a new crossing opposite 88-94 Derby Road. Pay and display parking will be reduced by approximately 7 car spaces, however all the bays are proposed to operate from 8am to 8pm in the new scheme with the exception of the upper most bay on the south side which will retain its existing restriction.

Information used to analyse the effects on equality:

Reference to EIA's carried out for previous highway improvement schemes.

	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.	x <input type="checkbox"/>	<input type="checkbox"/>	1. Scheme information and communications need to take	1. This scheme is part of a wider set of transport improvements funded
Men	x <input type="checkbox"/>	<input type="checkbox"/>		

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

account of ethnic groupings and disabled people.

through ERDF and City Deal. A letter is to be sent out in December 2014 to relevant organisations, businesses and citizens along Derby Road. This will also be made available in public venues around Derby Road such as libraries and retail units. Separate communications for each part of the works will be delivered locally to inform businesses and citizens of forthcoming works and temporary changes to the highway network.

The information is available in alternative formats if required e.g. language, font size etc. Please get in touch with Lyndsey Morrison: 0115 8765276 or email Lyndsey.morrison@nottinghamcity.gov.uk if required.

The scheme is to be discussed at the Disability Involvement Group (DIG) on 29th January 2015. Information sharing with the group will continue prior to and while the scheme is being constructed.

The scheme will meet the general duty of the Equalities Act in that the works will help to advance equality of opportunity for disabled people. The Council will endeavour to make changes to the design where possible and provide feedback to the Group where necessary.

2. Environmental improvements on the whole will rationalise existing street furniture.

2. Current standards for street furniture location will be adhered to to aid all users. For example, providing a clear route for all footway users to travel along the street, sign

			<p>3. Type of materials to be used</p>	<p>decluttering, monitoring of A Boards along the street etc.</p> <p>By replacing the existing paving that is currently along Derby Road we will remove trip hazards and this will improve the area for all.</p> <p>The improvements to the area should make people feel safer and be safer. This in the main is due to better lighting, clearer sight lines and slower traffic, fulfilling our obligations under Section 17 of the Crime and Disorder Act 1998.</p> <p>Proposals to plant trees on Derby Road will contribute to the natural environment in many ways; they improve the quality of the air, improve biodiversity and provide landscape character, whilst also adding a sense of place to our city centre.</p> <p>3. New diamond yorkstone is to be used for the footways. This has been suggested as the preferred type of yorkstone by the DIG in the past and will provide a smooth surface and therefore an improvement for disabled people who use wheelchairs, people who use mobility scooters and visually impaired people who use a cane. It will also be better for younger and older people as the smooth surface does not create trip hazards like the uneven surface of riven yorkstone. New pink granite square edged kerbs and tactile paving will create a visible contrast and increase the tactile detectability of these. At</p>
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			<p>4. Installation of a new puffin crossing and upgrading of two existing pedestrian controlled crossings will take place.</p>	<p>controlled crossings the tactile stem will extend from the dropped kerb to the back of the footway and preferably to the building line where this is possible. The stem will be encountered by visually impaired people walking along the footway and can be followed to the crossing point. It is recognised that in some cases this could result in a very long stem and in this case we will establish how a sensible arrangement can be provided. In most cases a 5m long stem should be sufficient.</p> <p>4. A new crossing opposite 88-94 will make the top eastern section of Derby Road more accessible from both sides of the footways. The upgrading of the existing crossings will see the crossing point between the two footways made considerably narrower than before on both crossings and therefore more convenient to cross for all users. The upgrading of the two existing crossings makes them both safer and reduces electricity costs / usage with an associated environmental benefit.</p> <p>In addition, all 3 puffin crossings will incorporate audible beepers and tactile rotating cones on the push-button / wait lamp units, which provides assistance for partially-sighted and blind people who may use the crossing. Tactile paving will also be included to aid disabled people which helps with guidance towards the crossing / tactile cones.</p>
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			<p>5. There will be raised plateaux entrance features at all retained access/side roads</p> <p>6. There is an aspiration to encourage pavement cafes where cafes/restaurants can set out tables and chairs.</p> <p>7. Pay & Display parking will be reduced by approximately 7 spaces along the length of the street. However, all the bays are proposed to operate from 8am to 8pm in the new scheme with the exception of the upper most bay on the south side which will retain its existing restriction.</p> <p>8. Alternative parking bays are available in the locality, including on North Circus Street and Upper</p>	<p>Dropped crossing kerbs will be constructed to an improved standard to aid visually impaired people and people with wheelchairs, mobility scooters or pushchairs.</p> <p>5. Raised plateaux entrance features will provide a continuous surface and therefore an improvement for disabled people including visually impaired people and people with wheelchairs, mobility scooters or pushchairs. It will also be better for younger and older people as there will be no kerbs to step up and down.</p> <p>6. The location of the pavement cafes are yet to be determined. However there will always be a clear route for all footway users to travel along the street. The licensing arrangements for the new seating areas will ensure that they align correctly and do not become an obstruction to pedestrians, especially visually impaired and people with wheelchairs or pushchairs.</p> <p>7. Alternative parking bays are available in the locality, including on North Circus Street and Upper College Street. We are also reviewing pay & display parking in the city to see if we can offer more spaces and details of the new parking bays will be shared with the DIG once confirmed.</p> <p>8. Traffic management will be in place to reduce inconvenience. Including the use of temporary</p>
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			<p>College Street. We are also reviewing pay & display parking in the city to see if we can offer more spaces and details of the new parking bays will be shared with the DIG once confirmed.</p> <p>9. Public transport will not be affected.</p>	<p>dropped kerbs. With regard to inconvenience during construction, road space is booked through Highway Network Management who are responsible for Chapter 8, covering the safety at road works for all users, including disabled people. Examples of provision include temporary ramps and tapping rails on temporary barriers.</p>
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Outcome(s) of equality impact assessment:

- No major change needed x •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:

Ongoing

Approved by (manager signature):

Steve Hunt (Head of Traffic & Safety)
Tel: 0115 87652 email: steve.hunt@nottinghamcity.gov.uk

Date sent to equality team for publishing:

11th December 2014

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.