

## Equality Impact Assessment Form

**Title of EIA/ DDM:** Creative Quarter: Castle Approach – Friar Lane Pedestrian Improvements

**Name of Author:** Gary Bridges

**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:**

Friar Lane is the main approach to Nottingham Castle and there is therefore a high level of footfall, which will increase with the confirmation of lottery funding to improve the visitor experience at the Castle. In recognition of this, funding has been secured through the European Regional Development Fund (ERDF) programme to enhance and upgrade pedestrian links to the Castle along Friar Lane. Improvements will be aimed at reducing the impact of traffic and improving pedestrian space using high quality materials and street furniture. The design and colour/materials palette will be similar to those used in other areas of the City, with wider footways and raised and paved carriageways.

The aims of the scheme will be to provide wider pavements and a raised carriageway delineated with a nominal kerb upstand of 25mm. In order to achieve this it will be necessary to remove the existing parking lay-by on this section of Friar Lane and re-locate it around the corner on the east side of Standard Hill and St James' Terrace.

The improvements will help foster increased pedestrian footfall within the area and improve pedestrian activity along the road. 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.

This Equality Impact Assessment (EIA) is for these highway improvements. The works are planned to start in Spring 2015 and will continue for approximately 3 months.

**Information used to analyse the effects on equality:**

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

	<b>Could particularly benefit</b> X	<b>May adversely impact</b> X	<b>How different groups could be affected</b> (Summary of impacts)	<b>Details of actions to reduce negative or increase positive impact</b> (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 account of ethnic groupings and disabled people.	1. This scheme is part of a wider set of transport improvements funded through ERDF and City Deal. Consultation letters have been sent to relevant organisations, businesses
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><b><i>Please underline the group(s) /issue more adversely affected or which benefits.</i></b></p>		

<p>2. Environmental improvements on the whole will rationalise existing street furniture.</p>	<p>and citizens in the Friar Lane area. 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.</p> <p>Consultation has been carried out in accordance with the Council's consultation procedures, and has included the Adult Sensory team and Access &amp; Mobility. Comprehensive comments have been received and these have been incorporated into the final scheme design wherever possible.</p> <p>The information is available in alternative formats if required e.g. language, font size etc. Please get in touch with Gary Bridges: 07872 501850 or email <a href="mailto:gary.bridges@nottinghamcity.gov.uk">gary.bridges@nottinghamcity.gov.uk</a> if required.</p> <p>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 affected bodies and consultees where necessary.</p> <p>2. Current standards for street furniture location will be adhered to. A clear route will remain for all footway users to travel along the street, sign decluttering, monitoring of A Boards along the street etc.</p>
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			<p>3. Type of materials to be used</p>	<p>By replacing the existing paving that is currently along Friar lane 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 additional trees on Friar Lane 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. Recalimed Yorkstone from Derby Road will be used in the footway areas to create a good match with existing both in terms of appearance and surface finish. This will avoid creating any trip or slip hazards associated with a change in surface texture, colour or thickness, and will provide a smooth surface and therefore an improvement for 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 Tegula paving in the carriageway will create a visible contrast and increase the tactile</p>
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			<p>4. Pay &amp; Display parking will be removed from the area to enable wider footways to be provided.</p> <p>5. Construction of the scheme.</p> <p>6. Public transport will not be affected.</p>	<p>detectability of these. The kerbs will have a nominal 25mm upstand to also provide a physical delineation between footway and live carriageway for visually impaired, and flush crossing points will be provided with appropriate tactile paving.</p> <p>4. Alternative parking bays will be provided close by on Standard Hill and St James Street.</p> <p>5. Traffic management will be in place to reduce inconvenience. Including the use of temporary 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:**

6<sup>th</sup> March 2015

**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.