

## Equality Impact Assessment Form (Page 1 of 2)

**Title of EIA/ DDM: Carrington Street Improvements Phase 1**

**Department: Development and Growth**

**Service Area: Traffic and Safety**

**Author (assigned to Covalent):**

**Name of Author: Rachel Jones**

**Director: Sue Flack**

**Strategic Budget EIA Y/N (please underline)**

**Brief description of proposal / policy / service being assessed:**

Works have already taken place within the Station area to create a state-of-the art transport interchange and gateway to the City with the Nottingham Express Transit (NET) Phase Two and recently completed Station Hub project. Carrington Street has entrances to and from the station for rail and tram users to access; along with the location of major office buildings and future development opportunities leads to high levels of pedestrian footfall within the area.

This scheme is to improve pedestrian and cycle connectivity between the City Centre, the station and the area to the south of City, supporting the Southside Regeneration proposals aimed at increasing economic activity and jobs, including stimulating development opportunities on Arkwright Street.

Proposals for the full length of Carrington Street are to be phased in accordance with multiple interdependent schemes including Broadmarsh and Southside Regeneration Strategy. This scheme is Phase 1 to improve the footways on the section between Queens Road and Crocus Street and introduce a designated on-road outbound cycle lane that will tie in with the shared pedestrian and cycle footway provided by the NET project.

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

Due regard to The Equality Act 2010, national guidance on Inclusive Mobility and Equality Impact Assessments carried out for highway improvement schemes.

	<b>Could particularly benefit X</b>	<b>May adversely impact X</b>	<b>How different groups could be affected (Summary of impacts)</b>	<b>Details of actions to reduce negative or increase positive impact (or why action isn't possible)</b>
People from different ethnic groups.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use of the highway and transport systems are not restricted to ethnic groups however it is recognised that it may impact on the use of a service.	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 population.
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 type="checkbox"/>		
Pregnancy/ Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
			Types of materials to be used	International standards for road signs and markings will be used.  Footways to be paved with Charcon City

People of different faiths/ beliefs and those with none.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lesbian, gay or bisexual people.	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b><i>Please underline the group(s) /issue more adversely affected or which benefits.</i></b></p>		

<p>Limited waiting parking bays will be removed.</p> <p>Street lighting to be improved/upgraded through the Street lighting PFI Contract.</p> <p>Public transport facilities will not be affected.</p> <p>All equality strands may be adversely affected during construction of the scheme.</p>	<p>paving consistent with streetscape design principles and used widely in the City Centre. Materials will link with the pedestrian treatment applied to the southern end of Arkwright Street for ease of movement.</p> <p>Tactile paving will be installed at the formalised crossing points in accordance with 'Guidance on the use of tactile paving surfaces on pavements'.</p> <p>Details of the proposed final design to be shared with members of DIG for comment – any suggested changes to be considered and applied as appropriate.</p> <p>Parking bays to be removed to provide a segregated on-road cycling lane. Alternative parking is provided by an off-street car park opposite to the parking bay and the multi-storey car park on Queens Road.</p> <p>People feel safer and are safer due to better lighting and clearer sight lines to fulfil obligations under Section 17 of the Crime and Disorder Act 1998.</p> <p>Current bus stop provision will be maintained.</p> <p>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.</p> <p>Temporary traffic management arrangements will be in place to include provisions under the New Roads and Streetworks Act Chapter 8 such as temporary ramp boards and tapping rails on temporary barriers. Pedestrian access to be maintained for the duration of construction with traffic managed through temporary traffic lights. Temporary changes to the highway layout to be communicated in advance through face to face engagement,</p>
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	publicity, signage and local/social media.
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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 feedback from Equality and Diversity Team and DIG, during construction and post scheme completion.

**Approved by (manager signature):**

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**Date sent to equality team for publishing:**

13/08/15