

Equality Impact Assessment Form (Page 1 of 2)

Title of EIA/ DDM: Nottingham Enterprise Zone – Sustainable Transport Scheme

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Department: Development

Service Area: Transport Strategy

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Director: Peter Price

Strategic Budget EIA: N

Brief description of proposal / policy / service being assessed:

Nottingham City Council in association with Nottinghamshire County Council is investing in plans to improve and expand the City's sustainable transport facilities to support the development of the Nottingham Enterprise Zone to support the development of housing, businesses and commercial premises. The improvements are a key priority in the Councils Growth Plan and D2N2's Strategic Economic Plan that will help to connect to a larger nearby employment zone embracing the Beeston Business Park, Nottingham Science Park and the MediPark alongside the Queen's Medical Centre.

The scheme focuses on three key areas:

- Walking improvements
- Cycling improvements
- Low Emission Infrastructure installation

£6.1 million funding has been identified for implementation over a two year period from April 2016 to March 2018. The scheme will complement the Southern Growth Corridor (£9.68m public transport scheme which runs from Beeston to Gedling via the City Centre) and the Nottingham Cycle Ambition Programme by providing local links to the Boots site.

Outcomes of the scheme are:

- A new pedestrian/cycle bridge over the railway to the North of the site linking Nottingham University, Tennis Centre with Alliance Boots.
- Upgraded pedestrian cycle links both within the site and on key links on the network such as into central Beeston which will be designed and constructed by the County Council.
- Installation of low emission infrastructure (Electric Vehicle charging infrastructure/ Electric bike fleet installation)
- Improved cycle routes and cycle infrastructure that will provide for the needs of existing cyclists as well as encouraging uplift in the number of new cyclists in Nottingham.
- Showcase the Council's desire to provide the latest design standards in cycle infrastructure provision and design.
- Produce a pedestrian/cycling signing strategy for the area combining County and City Council cycle design guide principles.

This EqlA has been produced to support the bidding process and will form part of the suite of documents which make up the Business Case to the Local Enterprise Zone.

The key equality issues:

- Providing facilities which have been designed to be used by a variety of bikes, tricycles and trailers.
- Ensuring any appropriate materials and design meet the requirements of blind identified groups under the Equality Act.
- Supporting people travel to work.
- Helping residents to get around Nottingham by biker and on foot, to access services and opportunities.

- Reducing the number of vehicles on the road helping to tackle congestion and reducing pollution.

Information used to analyse the effects on equality:

Reference to Disability Discrimination Act 1995, and Due regard to The Equality Act 2010, national guidance on Inclusive Mobility and Equality Impact Assessments carried out for highway improvement schemes; In particular for pedestrian and cycling 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • Use of the highway and transport systems are not restricted to a particular ethnic group. 	<ul style="list-style-type: none"> • 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. The scheme will be consulted on via a variety of methods combining traditional (leaflets, letter drops) and new media (Social Media, online consultation) where appropriate to ensure that all groups are reached. • Through the wider work of the Transport Strategy Team a strong network of community involvement has been established. This will be used to ensure the scheme is consulted with (at the design stage) and promoted to all of the groups listed within this EqIA. The delivery Team will work with the Equalities Team to ensure that as many groups and organisations as possible are consulted with. • Details of the proposed final design of the shared use bridge to be shared with members of DIG for comment – any suggested changes
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"/>		
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). <i>Please underline the group(s) /issue more adversely affected or which benefits.</i>	<input type="checkbox"/>	<input type="checkbox"/>		

			<ul style="list-style-type: none"> • Public transport facilities will not be affected and the facilities which are built will be well connected to the public transport network. This will mean that cycling and walking can become a greater feature in peoples' lives whilst also providing increased accessibility to the wider sustainable transport network. • The scheme has the potential to increase access to services and opportunities. The schemes will reduce severance caused by the car and increase accessibility in particular for those who do not own a car. • The scheme will provide safe facilities which will enable citizens to travel to work around the Enterprise Zone by bike and on foot. This will have a positive benefit on the physical and mental health of Nottingham's citizens. • All equality strands may be adversely affected during construction of the scheme. • Make our roads safer for cycling – improving current infrastructure while building new infrastructure. 	<p>to be considered and applied as appropriate.</p> <ul style="list-style-type: none"> • Current Tram and Bus stops will remain in place. The Shared Bridge will act as a positive link between the Northern and Eastern side of the Enterprise Zone providing access currently unavailable for those without a car. • International standards for road signs and markings will be used. The signing strategy will be developed in partnership with the County Council and will follow the design guide principles set out in Nottingham's Cycling Design Guide (2015) which was developed in conjunction with National Cycling Charity Sustrans. • The Council support organisations such as Ridewise who offer child and adult cycle training. They also run a course for professional lorry and van drivers to raise their awareness of cyclists. This increases safety and respect between difference modes. • Method of construction to be carefully programmed to safeguard pedestrians through the works site and ensure access to services and facilities are maintained for the duration of the works. • The provision of high quality cycle infrastructure will enable more
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				<p>people and groups to feel confident cycling. It will also provide safer more enjoyable facilities for cyclists to use, enabling cycle numbers to grow but without causing an increase in the levels of cyclists who are killed and seriously injured. For instance, at the heavy good access on Harrimans Lane the route will take cyclists and pedestrians across the entrance at height, eliminating the risk of collision with HGVs.</p> <ul style="list-style-type: none"> • All facilities will undergo a rigorous safety audit prior to construction.
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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):

J E Bann

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