

## Equality Impact Assessment Form

[screentip-sectionA](#)

**1. Document** Control

**1. Control Details**

Title:	Broadmarsh Roadspace Transformation Programme: Highway Network Changes
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**2. Document Amendment Record**

Version	Author	Date	Approved
0.1	Lyndsey Morrison	21/2/19	

**3. Contributors/Reviewers**

Name	Position	Date

#### 4. Glossary of Terms

Term	Description

#### [screentip-sectionB](#)

### 2. Assessment

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

The Southside Transport Strategy aims to manage and deliver the transport objectives of the wider regeneration portfolio to “maximise the potential of the City Centre, by creating a place that people want to use for shopping, work and leisure” (Nottingham City Time and Space Plan).

The City Centre core works include the redevelopment of the Intu Broadmarsh Shopping Centre and there are interdependent developments comprising of the new Broadmarsh car park; development of site to the east of Collin Street to house a College. Improvements have already been undertaken on the Southern Relief Route and highway network changes are expected on Collin Street, Greyfriar Gate/Maid Marian Way, Middle Hill and Canal Street.

These significant roadspace improvements aim to create a sense of place by introducing pedestrianisation on Collin Street and the northern part of Carrington Street, enable the introduction of a sustainable transport corridor on Canal Street. To facilitate this, redirection of traffic southwards along Greyfriar Gate and improvements to Greyfriar Gate/Maid Marian Way/Wilford Street/Canal Street junction are required to take traffic away from the proposed pedestrianised Collin Street.

The main aim of this project is to remove all traffic from Collin Street and through traffic from along Canal Street between the

junctions of Greyfriar Gate and Middle Hill and implement bus priority, particularly accommodating city centre bound bus routes. The new and improved bus stops and enhanced public realm will create better interchange with the new bus station.

The improved public realm and revised junction arrangements will reduce vehicle dominance, improve pedestrian connectivity and assist with creating a quality entrance to the city and a much-improved approach between the railway station, the redeveloped into shopping centre, bus station and the city centre.

East and west provision for cyclists will be improved between the city centre with a less traffic dominating the highway.

**screeentip-sectionC**

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

Broadmarsh Roadspace Transformation Plan (HS/18762/Post) attached but subject to update  
 Previous Equality Impact Assessments for Greyfriar Gate, Southern Relief Route and Canal Street (not published)  
 Previous consultation with Disability Involvement Group in 2016  
 Broadmarsh Stakeholder Management Group meetings

**3. Impacts and Actions:**

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

Appendix E  
Nottingham City Council

Disabled people or carers.	<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"/>
Older	<input 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"/>
<b><i>Please underline the group(s) /issue more adversely affected or which benefits.</i></b>		

<p style="text-align: right;"><a href="#"><u>screentip-sectionE</u></a></p> <p><b>How different groups could be affected</b> (Summary of impacts)</p>	<p style="text-align: right;"><a href="#"><u>screentip-sectionF</u></a></p> <p><b>Details of actions to reduce negative or increase positive impact</b> (or why action isn't possible)</p>
<p>Impact of highway and transport schemes are not normally restricted to particular groups, although they may impact on the use of a transport service.</p>	<ul style="list-style-type: none"> <li>- Good practice exists for consultation on schemes. 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 stakeholders/ population. A webpage specifically designed for the programme is in use and is updated each time new information is available. This will enhance the information which is put out to citizens and provide an additional platform for them to respond. The scheme will also be consulted on via traditional methods to ensure anyone who does not have</li> </ul>

<p>The scheme will provide safe facilities, which will enable citizens to travel to work around the City by bike and on foot. This will have a positive benefit on the physical and mental health of Nottingham's citizens.</p> <p>An increase in cycling could cause an increase in conflict between different road users.</p>	<p>access to the internet will also be made aware of the potential changes. This will include the formal transport consultation process, leaflets, public meetings and information via Councillors and the press. This formal process will happen each time there is a change to the Traffic Regulation Order (TRO)</p> <ul style="list-style-type: none"><li>- International standards for road signs and markings will be used. The work, which will be undertaken, will enhance Nottingham's public realm and make the City easier to get around on foot and by bike. Consultation on design will take place with the Projects Stakeholder Group to ensure that the work will not disadvantage anyone from a particular group. Due to the nature of the infrastructure, a particular focus will be provided to the needs of blind and partially sighted citizens. A presentation was given to the Council's Disability Involvement Group in summer 2016. We have addressed the concerns raised as part of the TRO process, which is a statutory process that is documented (see attached Broadmarsh TRO Key Objections Summary). A Stakeholder Manager has also been appointed for the programme to liaise with all stakeholders on any changes to the projects that stakeholders were not previously aware of on a need to know basis.</li><li>- Before and after project construction cycle audits will take place. Nottingham City Council is committed to doubling the number of people who cycle to work by 2025 (currently 4-5% to 10%)</li><li>- The highway network changes will be scrutinised for safety through the Road Safety Audit process. This takes place at feasibility stage, detailed design stage and after</li></ul>
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<p>Disabled people/visually impaired may benefit from an enhanced pedestrian area and the ability to cross the roads more easily with improved access to shopping facilities, the bus station and the reduction of vehicles in the area.</p> <p>Disabled people may be at a disadvantage due to the restrictions on specified vehicle access to Canal Street.</p> <p>All equality groups may be adversely affected during construction of the scheme.</p>	<p>construction.</p> <ul style="list-style-type: none"><li>- The City Council's Road Safety Team monitor accident statistics within the City.</li><li>- 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 increases respect between different modes. The Council will also actively engage in national campaigns to increase road safety in particular for vulnerable road users.</li><li>- There will be 300 metres of pedestrian zone created on Collin Street and Upper Carrington Street (new public space with no motor vehicles except access for loading /unloading 6-10am) and Canal Street will have a significant reduction in traffic making the area safer for all users.</li><li>- A Traffic Regulation Order consultation process took place in 2016 and the Portfolio Holder for Transport considered objections to this.(see attached Key Objections Summary).</li><li>- The method of construction has been carefully programmed to safeguard pedestrians through the works site and ensure access to properties and facilities are maintained for the duration of the works. This will be checked on a regular basis by the City Council Highway Network Team.</li><li>- Comprehensive traffic management arrangements will</li></ul>
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<p>A new 24-hour taxi rank in Melville Street will benefit all groups.</p> <p>All equality groups may feel vulnerable due to the positioning of the taxi rank in Melville Street, which is a side street from the pedestrianised Collin Street area.</p>	<p>be in place to include provisions under the New Roads and Streetworks Act Chapter 8 such as temporary ramp boards. Diversion routes for traffic and pedestrians are to be clearly signed with temporary changes to the highway layout to be communicated in advance through face-to-face engagement, publicity, signage and local/social media. These traffic management arrangements are checked by the City Council Highway Permit process prior to installation and during use by the Highway Network Management Team.</p> <ul style="list-style-type: none"> <li>- This taxi rank is located close to all amenities within the new public realm (100 metres from the new bus station)</li> <li>- Street lighting has been improved as part of the design and recent Street Lighting Private Finance Initiative (PFI) that has seen all streetlights checked and improved where required within the City.</li> </ul>
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**4. Outcome(s) of equality impact assessment:**

x	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:**

<p>Road Safety Stage 3 Audits (post construction) Post construction cycle and pedestrian counts Road safety accident statistic monitoring (post construction) Nottingham City Council Highway Permit process (before construction and during construction)</p>
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Attendance at Disability Involvement Group as required

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

**Approving Manager: Chris Deas**  
[Chris.deas@nottinghamcity.gov.uk](mailto:Chris.deas@nottinghamcity.gov.uk)  
**0115 98764205**

The assessment must be approved by the manager responsible for the service/proposal. Include a contact tel & email to allow citizen/stakeholder feedback on proposals.

**Date sent for scrutiny: 21/2/19**

Send document or Link to:

[equalityanddiversityteam@nottinghamcity.gov.uk](mailto:equalityanddiversityteam@nottinghamcity.gov.uk)

**SRO Approval: David Bishop**

**Date of final approval: 21<sup>st</sup> February 2019 A Djan**

**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.