

Equality Impact Assessment Form

1. Document Control

1. Control Details

Title:	Hockley Pedestrianisation Phased Project
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2. Document Amendment Record

Version	Author	Date	Approved
1 st draft	S Harrison	1st April 2019	

3. Contributors/Reviewers

Name	Position	Date
Sue Thorpe	Principle Officer	24th April 2019
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4. Glossary of Terms

Term	Description
TRO	Traffic Regulation Order
DDM	Delegated Decision Making

2. Assessment

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

Under the Traffic Management Act 2004, Nottingham City Council have been taking measures around the Hockley area of the city centre to reduce the number of vehicle movements and support the local economy. In 2017 bollards were installed to stop cars driving through in the evening and the true potential of the area was then demonstrated with greater footfall supporting the night time economy, vibrant café culture and local businesses. It has the potential to be even better, therefore we're proposing an extension to the times of the day when the area is closed to vehicles to create an even more pedestrian friendly environment.

The Traffic Management section of the Traffic & Safety Service area have provided professional advice, guidance and support to all businesses and stakeholders in the area in relation to solutions for public highways. By supporting the local businesses, clear measures will become apparent that demonstrate a sustainable, cost effective way of delivering sustainable communities through good planning and approved highway infrastructure that enhances the public realm.

It is proposed, through the Delegated Decision Making (DDM) process to introduce measures to support the restrictions of vehicle movements in phases and for this to be reviewed in 2021. The project supports the improvement of Air Quality by reducing Nitrogen Dioxide and particulate pollution and aligns with our core delivery of Clean Nottingham and Green Nottingham.

2. Information used to analyse the effects on equality:

An engagement session (event) was held at the Broadway Cinema in December 2018. All local businesses, stakeholders and properties were sent an invitation to come and discuss any issues or concerns.

A further public opinion online survey ran from 22nd February 2019 until 22nd March 2019. At this time, 87% of the respondents support further pedestrianisation and the reduction of vehicle movements. 74% of those who travel by car support a more pedestrian friendly Hockley. Disabled access and Blue Badge parking was a key theme. Of the people who responded and classified themselves as disabled, most (70%) were supportive and stated that pedestrianisation would not affect their ability to visit the area. Consultation for a more pedestrian friendly Hockley will be ongoing throughout the review until 2021.

Of the concerns that were raised such as access being restricted for Blue Badge Holders or restricted mobility we propose to introduce designate disabled parking on High Cross Street and specific drop off areas for visitors to the Broadway Cinema. Further cycle parking is proposed along with designated delivery times for vehicles in line with other pedestrianised areas in the city. Concerns in relation to areas looking untidy will be addresses with our street scaping team and the wishes for more street art and events could come to fruition with the reduction of moving vehicles. (link to survey results)

Any proposal that is introduced under the Traffic Regulation Order process will follow the statutory consultation process will be carried out. The statutory consultation protocol for implementing a permanent Traffic Regulation Order (TRO) is always followed, including all statutory consultation with Fire Service, Police, Ambulance, Road Haulage and Freight Transport Association. Full consultation with other specific user groups such as Retail, Disabled and Road User Organisations, local Tenants and Residents Association and External Disability Inclusion Groups is carried out to avoid any adverse TRO implications. The minimum consultation process used to introduce a TRO for analysing impact would be-

- Councillor Consultation *commencement date of consultation minimum 21 days* (Leader of the Council, Leader of the opposition, Portfolio Holder for Transport, all Ward Councillors)

- Formal Consultation – *commence 7 days after Councillor consultation minimum 21 days* (Police, Fire, Ambulance, Road Haulage and Freight Transport Association)
- Public Consultation – *commence 7 days after Formal consultation, minimum 21 days* (All immediately affected Citizens/ Business)
- Public Advert – commence following completion of Public consultation (Statutory legal advert submitted for 21 days & inform Formal consultees of intention to advertise)
- Deposit documents for public perusal same *day as public advert until order is made* (on site, on-line, Loxley House & Library)
- Objection report for the Portfolio Holder (if required) *minimum 1 day after public advert finishes* (allow 14 days for response). Respond to Objectors (if required) *as soon as objection upheld/overruled*
- Make & Seal and Advertise Order *once all scheme works completed, leave a copy of made order on deposit for 6 weeks.*

Feedback from the ongoing consultation with businesses will shape the review of Hockley along with consultation from any traffic order. SMART targets (Specific, Measurable, Achievable, Realistic and Timed) will be set and implemented throughout the project review.

3. Impacts and Actions:

	Could particularly benefit X	May adversely impact X
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"/>
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 checked="" 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"/>
<i>Please underline the group(s) /issue more adversely affected or which benefits.</i>		

<p>How different groups could be affected (Summary of impacts)</p>	<p>Details of actions to reduce negative or increase positive impact (or why action isn't possible)</p>
<p><u>Disabled People/ Carers</u> may find access difficult. Vehicle access is currently permitted from 6am until 6pm daily. It is proposed to reduce the vehicle access hours over a number of years. Disabled and vulnerable citizens may find it more difficult to directly access properties within the restricted area.</p>	<p>Additional Blue Badge parking will be proposed in the local area and designated drop off points at the extents of the restricted area. Additional taxi rank facilities will also be proposed to serve all users. These proposals (as with access restriction) will be subject to full consultation via the Traffic Regulation Order process <i>which includes DIG and Taxi representatives</i>. The Chair of DIG will be consulted with informally before May 25th 2019, throughout the experiment and also at the formal stage of the TRO process.</p> <p>Conversely, the same groups may benefit from a more pedestrian friendly environment with less vehicle incursion and associated hazards of moving vehicles. The decluttering of street signs/street furniture and a more consistent approach to street layout may also be of benefit to less abled bodied citizens and the visually impaired A walk through with a representative from “My Sight” and a visually impaired person will also take place before May 25th 2019. Their feedback will be incorporated where possible into the proposals.</p>

Lesbian/Gay/Bisexual people The Nottingham Pride parade encompasses the area of Hockley.

Good practise exists within established Traffic Management schemes i.e. improved parking schemes for citizens and visitors, including consultation with the External Disability Involvement Group, local community groups and compliance with the Equality Act 2010 for all schemes. The consultation paperwork will be available on traffweb once the proposals commence. Informal consultation has commenced (see attached leaflet). Formal consultation with these groups will be carried out under the TRO process. Further information available on <http://www.nottinghamtraffweb.co.uk/>

A recent request to paint a rainbow on the road in Hockley to celebrate the Nottingham Pride parade end has been received. By extending the hours of pedestrianisation this could be a future consideration supporting a culture of inclusiveness.



4. Outcome(s) of equality impact assessment:

<input checked="" type="checkbox"/>	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 influence of this proposal / policy / service:

This is a review to support a previous EIA carried out for the Creative Quarter Improvement work in 2013. Engagement with the local community will continue over an extended period of around 2 years until 2021. The impact of the project review will enable local circumstances to be taken into consideration when implementing vehicle movement changes through a traffic order. Future monitoring is ongoing through the TRO process.

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

Approving Manager: Paul Boulton, Head of Traffic, Email: paul.boulton@nottinghamcity.gov.uk	Date sent for scrutiny: 24th April 2019 Send document or Link to: equalityanddiversityteam@nottinghamcity.gov.uk
SRO Approval: 3rd April 2019	Date of final approval: 26th April 2019 Adisa 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.