

Stage 1 Equality Impact Assessment – Initial Screening

Assessor(s) Name(s):	Denise Scott (Programme Officer – Design) Dave Marsh (Team Leader – Design)
Directorate:	Economy and Environment
Date of Completion:	1 st May 2012

Name of Strategy Function Proposal

Integrated Transport Capital Programme 2012/2013.
Pyle Street, Newport, Isle of Wight – Footway Widening and Enhancement Scheme.

The Aims, Objectives and Expected Outcomes:

To improve pedestrian safety and accessibility by widening the footpaths and introducing several disabled compliant features.

The existing narrow footways combined with moderate traffic flows, increase the risk of pedestrian / vehicle conflict and severance from other parts of the town. The scheme involves the construction of a wider footpath on both sides of Pyle Street, Newport between St James Square and Town Lane, including a number of disabled compliant features. The works are designed to improve safety and accessibility for pedestrians, particularly the mobility impaired.

Traffic flow will also be improved by regulating the position of where vehicles can park. At present there is a high level of indiscriminate parking, which at times can cause an obstruction to passing vehicles, especially large goods vehicles.

It is, therefore, intended to reduce the level of on street parking, increase footway widths and provide improved, bespoke parking for the mobility impaired and those making deliveries. There will be no reduction in loading / unloading or disabled parking spaces, but there will be a minor reduction to the number of on-street parking spaces.

Please delete as appropriate:

- This is a new strategy function proposal

Key Questions to Consider in Assessing Potential Impact	
Will the policy, strategy, service or council function proposal have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	Yes
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a "legitimate expectation" for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	No
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	Yes
Could the aims of these proposals be in conflict with the council's general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	No
Will the proposal have a significant effect on how services or a council function/s is/are delivered?	No
Will the proposal have a significant effect on how other organisations operate?	No
Does the proposal involve a significant commitment of resources?	No
Does the proposal relate to an area where there are known inequalities?	No
<p>If you answer Yes to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.</p> <p>If you answer No to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service.</p>	

Protected Characteristics	Positive	Negative	No impact	Reasons
Age	X			Accessibility will be improved for the elderly by widening the footpaths on both sides of Pyle Street between St James Square and Town Lane and the introduction of several uncontrolled tactiled crossing points.
Disability	X	X		<p>There are currently two designated disabled bays available on-street, with a further one being created as part of scheme. However, the reduction of the carriageway width, combined with introducing 'no waiting / no loading' parking restrictions will mean that vehicles displaying a blue badge that currently park on double yellow line restrictions will no longer be able to do so.</p> <p>Accessibility will be improved for the mobility impaired by widening the footpaths on both sides of Pyle Street between St James Square and Town Lane and the introduction of several uncontrolled tactiled crossing points.</p> <p>With this in mind, it is felt that the positive impact outweighs the negative impact.</p>
Gender Reassignment			X	
Marriage & Civil Partnership			X	
Pregnancy & Maternity	X			Accessibility will be improved for young families by widening the footpaths on both sides of Pyle Street between St James Square and Town Lane and the introduction of several uncontrolled tactiled crossing points.

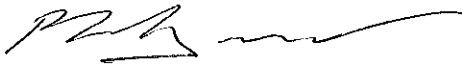
Race			X	
Religion / Belief			X	
Sex (male / female)			X	
Sexual Orientation			X	

Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes
<i>By widening the footways and providing several disabled compliant features as identified in the reasons of the impact assessment above.</i>	

Evidence Considered During Screening
<p>In January 2012, the Isle of Wight Council consulted with Newport Parish Council and the two local councillors (Julie Jones-Evans and Dawn Cousins) and support was received in writing via email. It is also minuted in the Newport Parish Council Planning and Licensing Committee held on 2nd February 2012.</p> <p>Further to the support being received, the scheme was then included in the Integrated Transport project, which was approved on 3rd April 2012 under delegated decision powers, by the Cabinet Member for Highways, Transport and Waste as part of the Highways and Transport Capital Programme 2012 – 2013.</p> <p>On 12th April 2012, the Isle of Wight Council wrote to frontagers and surrounding properties, informing them of the proposed works and then again on 30th April 2012, with further scheme details such as construction dates and contractor details.</p> <p>The Isle of Wight Council has also been in contact with the multi storey car park management company and the manager of The Coop to coordinate the overnight works which will affect access to and from the car park.</p> <p>The scheme has been designed in line with the Department for Transport's Inclusive Mobility guidance and Guidance on the use of Tactile Paving Surfaces, which are intended to help service providers fulfil their statutory obligations under The Equality Act 2010.</p> <p>The 1988 Road Traffic Act requires Local Highway Authorities to prepare and carry out a programme of measures designed to promote road safety. In addition to deliver this scheme to the standards set out by the Government, it is essential that the following Acts and legislation are adhered to:</p> <ul style="list-style-type: none"> ➤ Traffic Management Act 2004 ➤ The Transport Act 2000

- The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997
- Traffic Signs Regulations and General Directions 2002
- Crime and Disorder Act 1998
- Road Traffic Regulation Act 1984
- Highway Act 1984
- The Construction (Design and Management) Regulations 2007

The Isle of Wight Council has identified the need to consult with minority groups before Integrated Transport accessibility schemes take place. With this in mind a Mobility Impaired Consultation Group has been formed and this scheme was discussed on Thursday 17th May 2012, where no negative comments were raised.

Head of Service Sign off:	
Advice sought from Legal Services (Name)	Ben Gard (Trainee Legal Executive)
Date	31 / 5 / 2012

A signed version is to be kept by your team and also an electronic version should be published on the council's website (follow the link from the EIA page on the intranet)

Stage 2 Full Equality Impact Assessment

Assessor(s)Name(s):	Denise Scott (Programme Officer – Design) Dave Marsh (Team Leader – Design)
Directorate:	Economy and Environment
Date of Completion:	1 st May 2012

Name of Policy/Strategy/Service/Function Proposal
Integrated Transport Capital Programme 2012/2013. Pyle Street, Newport, Isle of Wight – Footway Widening and Enhancement Scheme.

The Aims, Objectives and Expected Outcomes:
<p>To improve pedestrian safety and accessibility by widening the footpaths with disabled compliant features.</p> <p>The existing narrow footways combined with moderate traffic flows, increase the risk of pedestrian / vehicle conflict and severance from other parts of the Town. The scheme involves the construction of a wider footpath on both sides of Pyle Street, Newport between St James Square and Town Lane including a number of disabled compliant features. The works are designed to improve safety and accessibility for pedestrians, particularly the mobility impaired.</p> <p>Traffic flow will also be improved by better management of the on-street parking. At present there is a high level of indiscriminate parking, which at times can cause an obstruction to passing vehicles, especially heavy goods vehicles.</p> <p>It is, therefore, intended to reduce the level of on street parking, increase footway widths, and provide improved, bespoke parking for the mobility impaired and those making deliveries. There will be no reduction in loading / unloading or disabled parking spaces; however there will be a minor reduction to the number of on-street parking spaces.</p> <p>The scheme will contribute to the delivery of targets under Theme 1 of the Community Strategy (guaranteeing the quality of life and sustainability) and particularly target 1.41, to cut the number of short car journeys being made.</p>

Please delete as appropriate:

- This is a new strategy function proposal

Scope of the Equality Impact Assessment

To assess the impact of the scheme on persons that may be affected by the alterations to the footway and carriageway.

Analysis and assessment

Pyle Street, Newport is a local distributor road, located in the centre of Newport and provides access for residential and business premises in the area, as well as providing access to the town centre's multi-storey car park.

Town centre retail outlets have continued to increase in number over recent years and with the opening of a new retail shopping complex on the former bus station site, pedestrian activity has increased substantially. The Isle of Wight Council identified that the existing narrow footways, combined with moderate traffic flows have increased the level of severance in the area, and increased the risk for pedestrian / vehicle conflict.

It is, therefore, intended to reduce the level of on street parking, increase footway widths and provide improved, bespoke parking for the mobility impaired and those making deliveries.

In January 2012, the Isle of Wight Council consulted with Newport Parish Council and the two local councillors (Julie Jones-Evans and Dawn Cousins) and support was received in writing via email. It is also minuted in the Newport Parish Council Planning and Licensing Committee held on 2nd February 2012.

Further to the support being received, the scheme was then included in the Integrated Transport project, which was approved on 3rd April 2012 under delegated decision powers, by the Cabinet Member for Highways, Transport and Waste as part of the Highways and Transport Capital Programme 2012 – 2013.

There are currently two designated disabled bays and the scheme will create one additional disabled bay. However, by reducing the carriageway width and introducing 'no waiting / no loading' parking restrictions would mean that there would be less available parking for disabled drivers; albeit by currently parking in these locations causes an obstruction to passing larger vehicles.

Accessibility will be improved for all pedestrians, especially the mobility impaired, elderly and young families by widening the footpaths on both sides of Pyle Street between St James Square and Town Lane and the introduction of several uncontrolled tactile crossing points.

Recommendations

It is recommended to implement the scheme as designed.

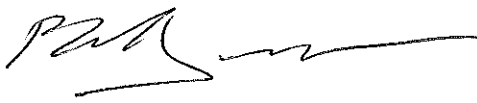
Action/Improvement Plan

The table below should be completed using the information from your equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Remove or lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Age	Positive			
Disability	Negative & Positive	There are currently two designated disabled bays and the scheme will create one additional disabled bay. However, by reducing the carriageway width and introducing 'no waiting / no loading' parking restrictions would mean that there would be less available parking for disabled drivers who currently park on existing double yellow line restrictions.	Accessibility will be improved for all pedestrians, especially the mobility impaired, elderly and young families by widening the footpaths on both sides of Pyle Street between St James Square and Town Lane and the introduction of several uncontrolled tactiled crossing points.	Additional, bespoke disabled parking places will be provided on-street to help mitigate the negative impact of the scheme.

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Gender Reassignment	No impact			
Marriage & Civil Partnership	No impact			
Pregnancy & Maternity	Positive			
Race	No impact			
Religion / Belief	No impact			
Sex (male or female)	No impact			
Sexual Orientation	No impact			
HR & workforce issues	No impact			
Human Rights implications if relevant	No impact			
Please remember - actions should have SMART targets and be reported to the Diversity Board (this should be done via your Directorate representative) and incorporated into your service/team Plans and /or objectives of key staff				

Summary	
Date of Assessment:	1 st May 2012
Signed off by Head of Service/Director	
Review date	
Date published	31 / 5 / 2012

Publishing checklist	Yes	No
<ul style="list-style-type: none"> • Plain English – will your EIA make sense to the public? • Acronyms – check you have explained any specialist names or terminology • Evidence – will your evidence stand up to scrutiny; can you justify your conclusions? • Stakeholders and verification – have you included a range of views and perspectives to back up you analysis? • Gaps and information – have you identified any gaps in services or information that need to be addressed in the action plan? • Success stories – have you included any positive impacts that have resulted in change for the better? • Action plan – is action plan SMART? Have you informed the relevant people to ensure the action plan is carried out? • Review have you included a review date and a named person to carry it out? • Challenge – has your equality impact assessment been taken to Diversity Board/Call Over for challenge? • Signing off – has your Head of Service/Director signed off your EIA? • Basics – have you signed and dated your EIA and named it for publishing? • A signed version to be kept by your team for review and electronic version to be uploaded on to the council's website 		

