

## Equality Questionnaire



This questionnaire is a pre Equality Impact Assessment tool which will enable you to decide whether or not the **new, proposed or significantly changed** policy/ practice/ procedure/ function/ service needs to go through a full Equality Impact Assessment. For further information on the equality questionnaire see the guidance.

<b>Name of policy/ practice/ procedure/ function/ service being assessed:</b>	Loughborough Town Centre Transport Scheme
<b>Department and Section:</b>	Environment and Transport, Transport Policy and Strategy Group; Infrastructure Planning Team
<b>Name of lead officer and others completing this assessment:</b>	Project Manager: Bernard Evans Senior Engineer: Hans Leatherby
<b>Contact telephone numbers:</b>	0116 305 6834
<b>Date EIA assessment completed:</b>	31 March 2009 updated 8 February 2013
1.	<p>What is its purpose? The Proposals will:</p> <ul style="list-style-type: none"> <li>• Connect those parts of the town separated by the A6 to help regenerate the town centre</li> <li>• Remove most vehicles from the A6 Market Place by diverting traffic onto the completed purpose built Loughborough Inner Relief Road</li> <li>• Reduce accidents in the town centre</li> <li>• Provide a safe and attractive environment for people in the town centre <ul style="list-style-type: none"> <li>a) <u>Town Centre Improvements</u> (pdf, 267kb)</li> </ul> </li> <li>• Provide high quality public transport information and waiting facilities</li> <li>• Help to reduce traffic demand on the town centre road network by carrying out related junction improvements on the Loughborough A6004 Ring Road at: <ul style="list-style-type: none"> <li>a) <u>Forest Road</u> (pdf, 390kb)</li> <li>b) <u>Belton Road West Ext</u> (pdf, 332kb)</li> </ul> </li> </ul>
2.	<p>What are its main objectives? The proposals will:</p> <ul style="list-style-type: none"> <li>• Provide an opportunity to improve the built environment and help the regeneration of Loughborough as planned in Charnwood Borough Council's Town Centre Masterplan</li> <li>• Make the central area safer for pedestrians, cyclists and disabled people by reducing potential for accidents</li> <li>• Remove the nuisance caused by traffic noise and fumes through the town centre</li> <li>• Provide improved on-street bus facilities.</li> </ul>
3.	<p>What will it achieve? Who are its beneficiaries?</p> <p>Removal of through-traffic from Swan Street and Market Place in the town centre providing a new pedestrian priority area benefiting pedestrians, cyclists and improving</p>

<p>public transport services. The design of the improvements to the town centre provides a balance by meeting the needs of disabled/visually impaired users whilst at the same time allowing for the controlled movement of buses and delivery vehicles through the pedestrian preference area.</p> <p>Reduction in air pollution in town centre streets benefiting residents, pedestrians and cyclists.</p> <p>Reduction in vehicle/pedestrian conflicts</p> <p>Existing bus stops on The Rushes/Derby Square and Baxter Gate/High Street will be replaced with high quality on-street shelters making waiting a more comfortable and safer experience benefiting bus passengers.</p> <p>A bus trial will be undertaken to determine the final extent of bus movements through the pedestrian area.</p> <p>The Inner Relief Road will bring improved access and bring benefits for motorists and cyclists but it will bring traffic closer to some residents of Hastings Ward.</p> <p>The Inner Relief Road will reduce traffic using School Street to access traffic only. Traffic on Moor Lane will be slightly increased. However, because there is greater restriction of traffic turning movements with this option, journey lengths for drivers accessing this area would be generally increased.</p>			
<p>4.</p>	<p>Who is responsible for implementing it?</p> <p>Midlands Highways Alliance Framework contractor, Ringway Infrastructure Services Ltd, managed by LCC Highways Design</p>	<p>Yes</p>	<p>No</p>
<p>5.</p>	<p>Has prior consultation on the proposal been undertaken?</p> <p><u>January 2005 Public Consultation</u> <u>Consultation on Loughborough Town Centre Transport Scheme Winter 05/06</u> <u>Inner Relief Road Planning application submitted February 2007</u> <u>December 2008 – Compulsory Purchase Order and Side Road Order documents published for Loughborough improvements Aug 2009</u></p>	<p>YES</p>	
<p>6.</p>	<p>Has this consultation indicated any dissatisfaction with it from a particular section of the community?</p>	<p>YES</p>	
<p>7.</p>	<p>If yes to Question 6, please state what this dissatisfaction is:</p> <p>Some residents of Hastings Ward consider the IRR will sever their community from the town centre. A majority of the public, albeit on a relatively small return, preferred full pedestrianisation, but the bus operators were firmly opposed to route changes. If two-way bus flow is not permitted, it could undermine bus service viability and so restrict accessibility for bus</p>		

	users. On construction completion, a bus route trial will be undertaken to provide information on the acceptability of buses passing through the pedestrian area.		
		<b>Yes</b>	<b>No</b>
<b>8.</b>	Is there evidence or any other reason to suggest that it could have a different effect or adverse impact on any section of the community? Or more specifically, one or more of the protected characteristics?	<p>People with disabilities will have less controlled crossing points on Swan Street; the reduction in traffic flow will mitigate this. One-way bus flow or no bus access will displace existing shelters from Market Place. This will be difficult for those wishing to reach the shop mobility facility if it remains in its current location.</p> <p>High quality bus shelters will mitigate this. Severance concerns for residents, living east of the IRR in the Hastings area; new toucan crossing facilities will be provided on IRR to mitigate this concern.</p> <p>Loss of spaces where disabled badge holders currently park on double yellow lines may affect their accessibility.</p> <p>Businesses may be affected by additional loading restrictions.</p>	
<b>9.</b>	Is a system in place to monitor its impact?	<p>Formal bus movement trials to assess impact on different sections of the community. Accident statistics will be monitored. Data will be collected for a 'Post-Opening Project Evaluation' report for DfT and public viewing.</p>	
<b>10.</b>	<p>If yes to Q9, what does this monitoring show?</p> <p>Whether perceived concerns over pedestrian road safety and accessibility become reality. Whether bus patronage and economic viability of the town is affected.</p>		
<b>Note:</b> If no to Question 9, you will need to ensure that monitoring systems are established to check for impact on all nine protected characteristics.			
<b>11.</b>	Who is likely to be affected by the proposal? Which of the protected characteristics?		
		<b>Yes</b>	<b>No</b>
	<b>Age</b>	<b>YES</b>	<p>The young are less able to make good judgements about road safety when using uncontrolled trafficked environments. Frequent walking routes such as to school and leisure facilities will need to be accessed with the safest options signed and treated with appropriate facilities at crossing points. The elderly will benefit from the improved bus waiting facilities</p>
	<b>Disability</b>	<b>YES</b>	<p>Those with disabilities are less able to use uncontrolled trafficked environments but carriageway and footway areas will be clearly</p>

			defined If access to the centre of the town by bus or car is restricted, disabled people may not be able to access all the places they need to reach. The disabled will benefit from the improved bus waiting facilities
<b>Gender Reassignment</b>		<b>NO</b>	
<b>Marriage and Civil Partnership</b>		<b>NO</b>	
<b>Pregnancy and Maternity</b>		<b>NO</b>	
<b>Race</b>		<b>NO</b>	
<b>Religion or Belief</b>		<b>NO</b>	
<b>Sex</b>	<b>YES</b>		Generally, more women than men rely on public transport and walking to undertake the daily activities so may be more affected by improvements to walking, cycling and bus routes. For many, the effects will be positive rather than negative.
<b>Sexual Orientation</b>		<b>NO</b>	
<b>Other groups e.g. rural isolation, deprivation, health inequality, carers, asylum seeker and refugee communities, looked after children, deprived or disadvantaged communities</b>	<b>YES</b>		The Hastings community has raised concerns about severance from the town centre by the Inner Relief Road; this will be mitigated by several controlled crossing points for pedestrians and cyclists.
<b>Community Cohesion</b>		<b>NO</b>	
<b>12.</b>	<p>Other comments:</p> <p>Under the existing conditions, all highway users are affected by high traffic flows, congestion, severance, accessibility restrictions, air pollution and risk of accidents. The scheme will bring improvements to the pedestrian environment, and will reduce pedestrian/vehicle conflicts and air pollution in the town centre.</p> <p>The Inner Relief Road will also bring accessibility benefits for motorists and cyclists and pedestrians.</p> <p>Although, there are potentially some adverse impacts for some people within a few of the protected characteristic groups for most people, the impact of the scheme will be positive.</p>		
<b>13.</b>	<b>Decision:</b>		
	No Impact <input type="checkbox"/>	Positive Impact <input checked="" type="checkbox"/>	Neutral Impact <input type="checkbox"/> Negative Impact or Impact Not Known <sup>1</sup> <input type="checkbox"/>
<b>Note:</b> If ticked 'Negative Impact or Impact Not Known' box at Question 15, will need to progress to full EIA.			
<b>14.</b>	Proceed to full EIA?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Yes	No
15.	What are your reasons for your decision? The Department and Group EIAs cover the Team's working methods. This questionnaire has not highlighted significant concerns that have not already been addressed during the consultation and funding application process.		

1<sup>st</sup> Authorised signature (Lead Officer):

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Date: 23 May 2013

2<sup>nd</sup> Authorised Signature (Member of DMT):

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Date: 25.6.2013

**Once completed and authorised by the Departmental Equalities Group, this Equality Questionnaire will need to be published on our website. Please send a copy of this form to the Members Secretariat in the Chief Executives Department to [louisa.jordan@leics.gov.uk](mailto:louisa.jordan@leics.gov.uk)**

