



Derbyshire Dales District Council Equality Impact Assessment

Please refer to the guidance whilst completing this form.

Contact Elizabeth Wilson [elizabeth.wilson@derbyshiredales.gov.uk, or 01269 761240] for support.

1. Outline

Information required	Detail
a. Title of policy, practice, service or function being assessed	Land at Bakewell Road, Matlock: Proposed Conversion of the Former Market Hall and modifications to the external layout of the site impacting on bus passengers, cyclists, disabled car drivers & taxi users
b. Links to Service and/or Corporate Plan Ref/s	CP20/PR3 Promote investment to stimulate the economy of our market towns
c. Name and Role of Officers conducting assessment	Giles Dann Economic Development & Policy Manager, Elizabeth Wilson Corporate Policy Officer
d. Date of assessment	11/07/2022
e. Reason for assessment	Proposed changes to the external layout of the site surrounding the former Market Hall – proposed for a new leisure and food & beverage use - will result new bus and taxi arrangements within the site, cycle provision and disabled parking provision. The principal changes impact on taxi users / drivers following revisions to the proposed bus waiting area. The proposal involves moving the current taxi queue adjacent to the Market Hall / proposed development to a different location within the site. It is proposed to utilise part of the under-utilised bus layover area within the site to create a dedicated taxi queue / waiting area positioned at the end of the existing taxi queue facing the former Market Hall service

Information required	Detail
	<p>bay. The distance from the front of the existing taxi queue to the proposed new location for taxis is 25-30m. Taxis currently benefit from using the first bus bay when available to pick up passengers which reduces the distance passengers have to walk. This bay is included within the development scheme so will no longer be available for use. The re-positioned / re-orientated taxi waiting area will be signposted off Bakewell Road - the first taxi in the queue will be visible from Bakewell Road - and served by a 1.5m wide raised footway adjacent to the running lane through the site with a dropped kerb at the end to end to enable access to taxis</p> <p>Provision for other site users is also proposed and assessed including widening the footway for bus passengers and increasing the size of shelters provided by DCC, increasing the number of disabled parking bays in the adjacent DDDC level access car park from 1 to 3 and a secure cycle and e-bike charging facility. These changes are considered positive additions to existing arrangements.</p> <p>The purpose of the EIA is to determine the equalities impacts from the proposed changes to this transport hub and to identify any appropriate mitigation measures</p>
<p>f. What is the purpose of this policy, practice, service or function? (specify aims and objectives)</p>	<p>Ensuring that existing bus and taxi services will continue to operate effectively from this town centre location following conversion of the former Market Hall, and that adequate provision is made for other users</p>
<p>g. Are there any other organisations involved in its implementation?</p>	<p>Derbyshire County Council (DCC)</p> <p>Wider project partners include: Cinema operator Matlock Community Vision Steering Group (MCV)</p>

Information required	Detail
h. Likely customer groups to be impacted	All members of the public wishing to access bus and taxi services, including residents and visitors, disabled car drivers and residents or visitors adopting active travel
i. Other stakeholders likely to be impacted	Licenced Taxi drivers
Which District Council departments are affected by the policy, practice, service or function?	Regeneration & Policy; Estates; Community Services
Do any of the objectives directly support or hinder another Council activity?	No

2. Assessing Relevance to the General Equality Duty

The General Equality Duty has three aims which require the District Council to have due regard to the need to:	Tick those which are relevant ✓
1. Eliminate unlawful discrimination (both direct or indirect), harassment and victimisation	
2. Advance equality of opportunity between all persons by <ul style="list-style-type: none"> • removing or minimising disadvantages suffered by protected groups; • taking steps to meet the needs of people from protected groups where these are different from the needs of other people • encouraging people from protected groups to participate in public life or other activities where participation is disproportionately low 	✓
3. Foster good relations between different groups	

3. What existing information / data do you have / monitor about different diverse groups in relation to this policy, practice, service or function?

For example: previous EIA's, reports, demographic data etc.

Information / Data	Data source and date	Information relevant to proposed policy/service/function
<p>Office National Statistics 2021 Census https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationandhouseholdestimatesenglandandwalescensus2021</p>	<p>Office National Statistics population datasets – age, sex, households etc</p>	<p>Derbyshire Dales population has increased by 0.5% from 71,116 to 71,500</p> <p>27.8% of the population in the Derbyshire Dales are over 65 which is higher than averages for England</p> <p>The number of households has increased by 5.1%, from 30,744 to 32,300</p>
<p>Derbyshire Observatory https://observatory.derbyshire.gov.uk/wp-content/uploads/reports/documents/census/2021_census/Census2021_First_ReleaseDerbyshire.html#derbyshire-dales</p>	<p>Population figures by age, number of households, sex - Derbyshire Observatory; taken from Census 2011 - national survey of all households</p>	<p>The Derbyshire Dales has less people aged under 35 than the average for England, in all 5 year age bands</p>
<p>Derbyshire Dales Equalities Profile https://observatory.derbyshire.gov.uk/wp-content/uploads/reports/profiles/census_profiles/equalities_profile/district/Derbyshire_Dales.pdf</p>	<p>Derbyshire Observatory; taken from Census 2011 - national survey of all households</p>	<p>19.7% of households are deprived in 2 or more areas</p> <p>18.5% have limiting long-term health problem or disability</p> <p>4.5% health is bad/very bad</p> <p>12.6% are unpaid carers; the majority providing 1 – 19 hours a week</p>
<p>DfT Inclusive Mobility Guidance</p>	<p>December 2021</p>	<p>Guidance considered with regard to:</p> <ul style="list-style-type: none"> • Recommended walking distance for people with different mobility issues • Footway widths to support accessibility • Bus stop widths and orientation

4. Consultation and engagement

4a. If no consultation has taken place OR is unnecessary, please explain why.

No consultation or gathering of stakeholder views are necessary because...

N/A - Consultation has taken place with taxi drivers / users – see below for information

4b. Add the results of any completed consultation and how it has/will inform the development of the policy/service.

Who did you consult with?	How and when	Outcomes/Results	Implications and amendments as a result of consultation
Taxi drivers operating from this location	Notification of the consultation via email then face to face consultation on site – two sessions - utilising plans illustrating proposals (considered the most appropriate method of engagement by officers)	<p>Several felt the proposals were reasonable, would provide a marked / dedicated space for taxis (some reported occasional conflict with buses reversing out of the existing bus bays) and noted the wider benefits of increased footfall from the proposed new leisure / food & beverage uses proposed within the development;</p> <p>Some raised concerns regarding the increased distance for older people to walk to the first taxi; that the</p>	Include signage from Bakewell Road and shelter

<p>Members of the public using taxis from this location</p>	<p>Face to face consultation on site with plans illustrating proposals</p>	<p>taxi queue would not be as visible as it is now and that taxi users would not be able to benefit from the shelter provided by the canopy of the building once the development is underway.</p> <p>Most felt moving the location for taxis within the site was reasonable and whilst further from the existing pick up point, the proposed location was not too far. Comments made included the need for level access, adequate signage and to consider shelter provision for waiting taxi users.</p> <p>An older couple felt the further distance to walk was an issue, particularly with heavy shopping bags.</p>	<p>Include lighting and shelter, and dropped kerb for wheelchair / disabled access</p>
<p>DCC Local Bus Team</p>	<p>Site meetings</p>	<p>Improved bus passenger arrangements</p>	
<p>Access for All UK – Access audit (final report awaited)</p>	<p>Site visit and review of plans</p>	<p>Proposals, with some modifications for taxi users considered reasonable</p>	<p>Wider footway and larger shelters providing better protection for passengers</p> <p>Shelter with flip-up seats to allow a wheelchair to pass</p>

			Consider taxi waiting area on upper deck car park
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5. Based on the evidence above, does the policy, practice, service or function have a positive or negative impact on any protected group(s)?

Protected groups	Positive effects	Negative effects	Potential Improvement Actions
Age	<p>A shelter near the waiting area will provide protection from weather</p> <p>Improved signage will help older people [especially visitors], who may struggle to walk around looking for taxis to find the waiting area easily from Bakewell Road</p> <p>Larger bus shelters providing better protection from the elements</p>	<p>People with mobility issues and parents with young children will need to walk further to the taxi waiting area</p> <p>The proposed waiting area is in a more isolated area of the development which may be perceived as an unsafe place to walk and wait</p> <p>Currently people waiting for taxis use seating in the existing bus station, or outside near the bus station entrance</p>	<p>New footway proposed, accessed from Bakewell Road</p> <p>Lighting to ensure pathway and waiting area is well lit at all times</p> <p>Provide seating in the new waiting area</p>
Disability or long term ill heath	<p>A shelter near the waiting area will provide protection from weather</p>	<p>People with mobility issues will need to walk further to access taxis</p>	<p>Ensure pathway and waiting area is well lit at all times</p>

Protected groups	Positive effects	Negative effects	Potential Improvement Actions
Physical disabilities, sensory impairments, limiting long-term illnesses, learning disabilities or mental health issues	<p>Dropped kerbs and other tactile pavements will improve access to taxis</p> <p>Improved signage will help people with disabilities to find the waiting area more easily from Bakewell Road</p> <p>Based on DfT Inclusive Mobility guidance a pavement width of 1500mm is sufficient for a wheelchair user, including larger mobility scooters where site constraints exist as they do in this case</p> <p>Larger bus shelters providing better protection from the elements</p> <p>Increased disabled parking provision in Spa Villas car park</p>	<p>The proposed waiting area is in a more isolated area of the development which may be perceived as an unsafe place to walk and wait</p> <p>Currently people waiting for taxis use seating in the current bus station, or outside near the bus station entrance</p> <p>A pavement width of 2000mm is recommended as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters.</p>	<p>Provide flip up seating in the new waiting area which will allow a wheelchair user to pass</p> <p>Ensure adequate space at the end of the new footway to the taxis to allow two wheelchair users to pass safely</p>
Race / ethnic groups		<p>The proposed waiting area is in a more isolated area of the development which may be perceived as an unsafe place to walk and wait</p>	<p>Lighting to ensure pathway and waiting area is well lit at all times</p>

Protected groups	Positive effects	Negative effects	Potential Improvement Actions
Women or men	Larger bus shelters providing better protection from the elements Enhanced cycle provision proposed	The proposed waiting area is in a more isolated area of the development which may be perceived as an unsafe place to walk and wait	Lighting to ensure pathway and waiting area is well lit at all times
Sexual orientation		The proposed waiting area is in a more isolated area of the development which may be perceived as an unsafe place to walk and wait	Lighting to ensure pathway and waiting area is well lit at all times
Religion or belief (including non-belief)	/	/	/
Transgender (including people planning to or going through gender reassignment)		The proposed waiting area is in a more isolated area of the development which may be perceived as an unsafe place to walk and wait	Lighting to ensure pathway and waiting area is well lit at all times
Pregnancy and maternity (including maternity and paternity leave)	Dropped kerbs and other tactile pavements will improve access to taxis 1.5m wide pavements to the waiting area can accommodate wider buggies and parents with children by their side.	Pregnant women and parents with young children will need to walk further The proposed waiting area is in a more isolated area of the development which may be	New footway proposed, accessed from Bakewell Road Lighting to ensure pathway and waiting area is well lit at all times

Protected groups	Positive effects	Negative effects	Potential Improvement Actions
		<p>perceived as an unsafe place to walk and wait</p> <p>2m width pavement would allow individuals to walk past a person with a buggy/child walking next to them</p> <p>Currently people waiting for taxis use seating in the current bus station, or outside near the bus station entrance.</p>	Provide seating in the new waiting area
Marital status (including civil partnership & same sex marriage)	/	/	/

5a. Are there any local priority groups / factors which should be considered?

Other factors	Positive effects	Negative effects	Improvement actions
Rural areas	N/A		
Poverty / deprivation	N/A		

6. Commissioned / outsourced services

Is your policy, practice, service or function partly or wholly provided by any external organisation / agency?	No – range of parties
If yes, please list any contractual or other arrangements which aim to ensure that the provider promotes equality and diversity (e.g. <i>monitoring data</i>)	/

7. Summary

Use this space to summarise key data and its implications, the key issues to be addressed, potential actions to address them and any other points relevant to the Policy/service.

The EIA has been informed by the external access audit and consultation findings. The identified improvement actions to support different protected user groups have been incorporated into the scheme and the provisions made are considered reasonable within the constraints of the site.

Consideration could also be given to the opportunity for a taxi waiting area close to the lift access on the upper deck car park.

8. Improvement Plan

Key issues identified	Actions
Included above	Improvement actions included above

PLEASE FORWARD THE COMPLETED FORM TO THE POLICY MANAGER / POLICY OFFICER (Consultation & Equalities)

Signed _____(Completing Officer)