

Bristol City Council Equality Impact Relevance Check



This tool will identify the equalities relevance of a proposal, and establish whether a full Equality Impact Assessment will be required. Please read the guidance prior to completing this relevance check.



What is the proposal?	
Name of proposal	A4-A4174 Challenge Fund with LGF Airport Road cycle path
Please outline the proposal.	Major maintenance of the A4 (Bath Road) and A4174 corridor, with expansion to construct a cycle path with LGF funding alongside the deeper repair on the Airport Road section of the A4174.
What savings will this proposal achieve?	By reducing expensive and disruptive reactive maintenance over a number of years (impossible to exactly quantify), this project produces a positive Cost-Benefit Ratio of 1:7.9 (Challenge Fund only).
Name of Lead Officer	Steve Riley, Project Manager

Could your proposal impact citizens with protected characteristics? (This includes service users and the wider community)
Please outline where there may be significant opportunities or positive impacts, and for whom.
Everyone – those with and without protected characteristics – who work or live in, or pass through, the area will benefit.
Those accessing the area by car will use a road with no serious defects, as at present, and without regular closure or part closure for future reactive maintenance.
Bus users will benefit from 4 new bus stops being constructed in association with this project, including raised kerbs for easier access and 'safe haven' paving. These will provide improved actual and perceived safety/ security for public transport users, a known issue for some citizens with protected characteristics, including women, elderly people, and disabled people.
Pedestrians and cyclists will see improvements through the widening of a 1m-wide footpath to a 3m-wide shared-use path from Creswicke Road to Wells Road, then linking to the Wootton Park to Tesco section being created by Challenge Fund.

Please outline where there may be significant negative impacts, and for whom.
<p>The only issue that is a known concern among some citizens with protected characteristics – some disabled people, especially those with impaired vision and mobility – is the provision of a shared-use path without segregation between cyclists and pedestrians. When the housing development planned for the land north of Airport Road is brought forward, this shared-use path will become a two-way cycle facility with a new pedestrian route to be provided behind a new verge with trees.</p> <p>There could be significant short-term disruption during construction – including lane closures and weight restrictions – that will affect all citizens, with and without protected characteristics.</p>

<p align="center">Could your proposal impact staff with protected characteristics? (i.e. reduction in posts, changes to working hours or locations, changes in pay)</p>
Please outline where there may be significant opportunities or positive impacts, and for whom.
This proposal does not affect BCC staff unless they are present in the area as private citizens (in which case, see above).
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Is a full Equality Impact Assessment required?	
<p>Does the proposal have the potential to impact on people with protected characteristics in the following ways:</p> <ul style="list-style-type: none"> • access to or participation in a service, • levels of representation in our workforce, or • reducing quality of life (i.e. health, education, standard of living) ? 	
<p>Please indicate yes or no. If the answer is yes then a full impact assessment must be carried out. If the answer is no, please provide a justification.</p>	<p>No.</p> <p>The project will have a beneficial impact for the first two categories, through the improvement of the route as a means of accessing job opportunities by car, bike, and via the upgraded bus stops.</p> <p>The only potential issue identified, the shared-use path, will be mitigated in the following ways:</p>

	<ol style="list-style-type: none"> 1. The shared-use path will not simply be the re-designation of an existing pavement; the path will be widened to 3m minimum or 4m where possible. 2. There will be a benefit to people already feeling at risk from cyclists illegally using the current narrower footpath. 3. The shared nature of the facility is foreseen as a temporary situation (see above). <p>As well as the mitigation for the possible negative impact, a number of positive impacts are also listed above.</p>
<p>Service Director sign-off and date:</p>  <p>Peter Mann 21st February 2018</p>	<p>Equalities Officer sign-off and date:</p>  <p>Duncan Fleming - 21 February 2018</p>