



Bristol City Council Equality Impact Assessment Form

Name of proposal	Better Bus Area Fund (BBAF)
Directorate and Service Area	Regeneration
Name of Lead Officer	Andrew Whitehead

Step 1: What is the proposal?

Please explain your proposal in Plain English, avoiding acronyms and jargon. This section should explain how the proposal will impact service users, staff and/or the wider community.

1.1 What is the proposal?

To promote and increase the use of Public Transport on designated road corridors in the sub-region which includes Bath and North East Somerset, Bristol and South Gloucestershire, with Bristol leading on behalf of the three Councils as the single point of contact with the Government.

Summary of what is planned:

- Aim to increase patronage by delivering improvements to Bus reliability and punctuality through:
 - extended bus lanes
 - enforcement of bus lanes
 - CCTV monitoring and control of traffic
 - New signage
 - Parking restrictions
 - Bus stop upgrades
 - extended active operational control of the road network to evenings, Saturdays and for events

Individual routes will be assessed on a case by case basis using national guidance and each Unitary Authority's local standards, such as Bristol's Environmental Access Standard 2011.

The West of England Partnership submitted a successful bid to the Government's Department for Transport for funding through the Better Bus Area (BBA) to deliver bus priority improvements for eight corridors within the administration boundaries of Bristol City, Bath and North East Somerset and South Gloucestershire Councils. Three corridors are wholly within B&NES, 2 in Bristol and 3 cross boundary. The total overall funding is £1.3 million.

The funding has been allocated on a package of targeted measures on these eight BBA corridors. These measures have been identified in conjunction with bus operators to improve reliability of bus service through better use of the existing bus priority facilities and enhancements on each corridor to deliver reduced operating costs and/or deliver patronage growth. These schemes include new and extended bus lanes, bus gates which are signalled bus lanes that detect the bus is there and changes the traffic light so it is not delayed in queuing traffic, CCTV monitoring and enforcement cameras, parking controls, improved signage, bus stop upgrades and extended active operational control of the road network in evenings, Saturdays and for events so that if there is an emergency and or at busy times the traffic congestion can be managed more effectively.

Step 2: What information do we have?

Decisions must be evidence-based, and involve people with protected characteristics that could be affected. Please use this section to demonstrate understanding of who could be affected by the proposal.

2.1 What data or evidence is there which tells us who is, or could be affected?

The corridors in Bristol are:

- A38- Arches to City Boundary in the north (Through Cotham, Redland, Bishopston, Horfield and Lockleaze wards)
- A4 –Anchor Road – Ashton Road (Through Cabot and Clifton wards)
- A420 - Lawrence Hill Roundabout – City Boundary in East (Through Lawrence Hill, Easton, St George West and St George East wards)
- A37 – Three Lamps Junction to City Boundary at Whitchurch (Through Windmill Hill, Knowle, Hengrove and Stockwood wards)
- A38 Bedminster Parade to Kings Head Lane. (Through Southville, Bedminster and Bishopsworth wards).

According to the available census data for the profile of equalities communities the following is a list of wards and, where known, the community where the percentage is higher than the city average.

- Bedminster has a higher population of the elderly people than the Bristol average.
- Bishopston - Black African, Chinese, White other and younger people.
- Bishopsworth - Older people.
- Cabot – Black African, White other, Indian.
- Clifton – Chinese and White other.
- Cotham – Chinese, White other and Young people.
- Easton – Older people, African Caribbean, Bangladeshi community, Black African, Indian, Pakistani and Somali*
- Hengrove – Older people
- Horfield – Older people, Bangladeshi community, Black African, Chinese, White other and young people.
- Lawrence Hill – Older people, African Caribbean, Bangladeshi community, Black African, Chinese, Indian Pakistani and Somali*
- Lockleaze – Older people, African Caribbean, Bangladeshi, Black African and Pakistani people.
- Knowle – Older people and Pakistani people
- Redland – Chinese, White other and Young people

- St George West – Older people, African Caribbean, Indian and Pakistani
- Southville – Older people and White other
- Stockwood – Older people
- Windmill Hill – African Caribbean, Black African, White other and Pakistani people

In addition to this we have contact details for all concessionary pass holders (older and disabled passengers).

*data from locations of Somali school children.

2.2 Who is missing? Are there any gaps in the data?

Ward data for the population of disabled people, lesbian, gay, bisexual and transgender people and faith communities.

2.3 How have we involved, or will we involve, communities and groups that could be affected?

The public transport proposals are to roll out the type of interventions that have already been delivered as part of the Greater Bristol Bus Network (GBBN) project. The GBBN team worked up the interventions after consultation with RNIB, Bristol Multi Faith Forum, Guide Dogs for the Blind, Bristol LGBT Forum, BCC Deaf Equality Officer and the Older People's Forum.

All proposals will be subject to informal consultation with residents and statutory consultation will take place for

any restriction to parking or traffic flow. Each change will be considered on a case by case basis.

Step 3: Who might the proposal impact?

Analysis of impacts on people with protected characteristics must be rigorous. Please demonstrate your analysis of any impacts in this section, referring to all of the equalities groups as defined in the Equality Act 2010.

3.1 Does the proposal have any potentially adverse impacts on people with protected characteristics?

By extending bus lanes we will potentially be restricting loading and unloading.

Disabled drivers who hold a blue badge are currently exempt from limits on parking times imposed on others and can park for up to three hours on single and double yellow lines so long as they are not causing an obstruction (except where there is a ban on loading or unloading or other restrictions) so any changes that include impacts on available kerb space will need to go through a consultation process on a case by case basis.

3.2 Can these impacts be mitigated or justified? If so, how?

Through informal and formal consultation we can determine existing demand and provide alternative provision to mitigate the impact should the project proceed to delivery.

3.3 Does the proposal create any benefits for people with protected characteristics?

More than 30% of bus passenger journeys on commercial services operating along the proposed Better Bus Area corridors are being made by concessionary pass holders (older and disabled people). Bus services are of

particular importance to older and disabled people as they are more likely to be unable to make use of alternative means of transport than the rest of the population.

The improvement schemes on the proposed Better Bus Area corridors include measures to improve the accessibility of buses and measures to improve the punctuality and reliability of bus services. The reviews of parking provision and enforcement will help to ensure that buses can line up with the raised kerbs, enhancing accessibility and enabling all passengers to enjoy the improvements in punctuality and reliability resulting from additional bus lane enforcement, parking review and the additional bus priority measures proposed.

Historic patronage data available from the bus companies indicate the usage of concession pass holders, however this data does not identify gender or whether it has been used by either older or disabled passengers. There is no data on the impact or potential impact of the service on equality target groups in respect of race, sexuality or religion / belief. We are currently working with Passenger Focus to embed equalities monitoring into the survey methods.

3.4 Can they be maximised? If so, how?

Through active promotion of the service and the benefits to equalities groups.

Step 4: So what?

The Equality Impact Assessment must be able to influence the proposal and decision. This section asks how your understanding of impacts on people with protected characteristics has influenced your proposal, and how the findings of your Equality Impact Assessment can be measured going forward.

4.1 How has the equality impact assessment informed or changed the proposal?

This equalities impact assessment has been written taking in to consideration any possible discrimination, inequality of opportunity and the potential to promote good relations.

Infrastructure development work is proposed, and it has been agreed that this work should be subject to the procedures of each individual Highways Authority.

In Bristol specifically this would be using information from EqIA's that have been previously completed for Greater Bristol Bus Network, the Local Sustainable Transport Fund and Better Bus Area Fund 2012. Agreed corporate standards in place such as the Environmental Access Standard 2011.

In B&NES Service wide equality impact assessment are produced together with a recently introduced financial impact assessment. In addition where necessary individual schemes will be subject to an equalities impact assessment.

The other work is essentially communications, promotions and marketing for which Corporate Standards and Best Practice exist and will be followed.

The clear opportunities to improve practice will be identified by monitoring and evaluating impact to see if any equalities groups are under-served or need specific changes to reduce impacts.

The programme overall is seeking to promote sustainable commuting alternatives. For those with disabilities who are dependent on cars to travel there could be a benefit by proxy in the form of possible reduced congestion and or improved reliability of journey times, although this will not be easy to measure in general terms and certainly not during the duration of the actual project.

4.2 What actions have been identified going forward?

Most of the actions going forward represent current Corporate Standards and best practice. The impact of all proposed changes and possible solutions will be considered so that on-going improvements will continue to move forward in the delivery of all future changes to passenger transport. When each element of the project is designed and delivered we will carry out consultation both informally and formally to draw out individual impacts and identify mitigation.

4.3 How will the impact of your proposal and actions be measured moving forward?

Monitoring through customer satisfaction surveys on each of the corridors – before and after the project is delivered.

Recommendation

As the Cabinet report is seeking approval to work in partnership with Bath and North East Somerset and South Gloucestershire Councils and to agree the proposals set out in the bid previously submitted to the Department for Transport this Equalities Impact Assessment has been signed off at this point in preparation for this, however it will need to be revisited with reference to the following bullet points. It is also important to realise that this may not be an exhaustive list and so other factors may need to be considered as the project moves forward.

- Further submissions to Cabinet / decision making processes
- All procurement / commissioning activities
- All changes to proposal / project, which could include design, consultation and implementation of all proposed bus priority measures

This EqIA has been signed off on the basis of the above recommendations.

Service Director Sign-Off:	Equalities Officer Sign Off:
Date:	Date: