

Bristol City Council Equality Impact Assessment Form

(Please refer to the Equality Impact Assessment guidance when completing this form)



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| Name of proposal | MetroWest Phase 2 |
| Directorate and Service Area | Growth and Regeneration / Transport Service |
| Name of Lead Officer | Melanie Bufton / Andrew Davies |

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.

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| 1.1 What is the proposal? |
| The MetroWest programme seeks to increase both the capacity and accessibility of the local rail network. |
| The MetroWest Phase 2 project, part of the MetroWest programme, will re-open the Henbury line to an hourly spur, increase train services to Yate and deliver new stations at Henbury, North Filton and Ashley Down. |

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.

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| 2.1 What data or evidence is there which tells us who is, or could be affected? | |
| Those affected by proposals would reflect the general population of Bristol as well as visitors and commuters. | |
| <i>Census 2011 data</i> | |
| | Demographics in Bristol are % |
| Aged 15 and under | 18.40% |
| 16-24 | 15.60% |
| 65 – 74 | 6.50% |
| 75 and over | 6.60% |

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| Men | 49.80% |
| Women | 50.20% |
| People with a disability or long term limiting illness total | 16.70% |
| White British | 77.90% |
| White – non-British | 6.10% |
| Black and minority ethnic | 16% |
| Civil partnership | 0.30% |
| People whose main language is not English | 8.50% |
| Lone Parent Household | 12% |

National Travel Survey (2017) statistics identifies males made 24 trips on average each compared to females making 18 trips on average each and that most rail users are commuters to either work or education.

A summary of key statistics about equalities communities in Bristol can be found

<https://www.bristol.gov.uk/documents/20182/34008/2011%20Census%20Key%20Statistics%20About%20Equalities%20Communities.pdf/2c59eeae-b5fa-431d-87b8-f629c241dff6>

The following data is collected (data collected 2012-13 to 2017-18) by ORR (Office of Rail and Road) for Disabled People’s Protection Policies (DPPP) compliance monitoring:

1. The number of passengers that have a Disabled Persons Railcard (DPRC), which enables disabled passengers to get a discount of a third off adult rail fares for travel on the National Rail network in Great Britain.
2. The number of booked passenger assists and passenger bookings for assists on the GB rail network. Bookings are made through the National Passenger Assistance Booking System managed by the Rail Delivery Group (RDG). It does not include unbooked assistance such as turn up and go.

2018 Statistical ward profile data for the Lockleaze and Bishopston & Ashley Down wards in Bristol which will be directly impacted by the proposed new rail station at Ashley Down is available.

<https://www.bristol.gov.uk/documents/20182/436737/Lockleaze.pdf/d91c5f24-7a1b-41ec-9c33-b48d1eef946b>

<https://www.bristol.gov.uk/documents/20182/436737/Bishopston+and+Ashley+Down.pdf/ec1a9305-efbb-4b05-82e6-89356e7ba754>

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

There are no comprehensive statistics on rail usage by equalities community. (National Travel Survey 2017 statistics is a sample of the general population and not only users of rail.)

Data is not collected on all passengers who use rail services nationally or locally, and many travellers purchase tickets on line without providing equality monitoring data.

A number of Railcards are available, eg 16-25, Two Together, Family & Friends, Senior, Disabled Persons or 26-30 Railcard which entitle the holder to reduced rail fares and therefore it is likely that a proportion of these groups use rail services.

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

A range of stakeholder engagement has been undertaken and will continue to be undertaken throughout the project. A Stakeholder and Engagement Strategy has been prepared for MetroWest Phase 2. This is a living document and can be updated as appropriate throughout the project.

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?

The construction and operation stage impacts on several equalities groups including disabled and older people in terms of physical accessibility. Through further stakeholder engagement, comments and recommendations will be considered to revise the next stage EqIA.

For Ashley Down Station there may be negative impacts for passengers using

wheelchairs and prams/buggies accessing the proposed new station from Muller Road via Station Lane. This is because the subway connecting Station Lane with Station Road has an uneven surface, and when exiting the subway the gradient of the path leading to the proposed new station entrance has a steep gradient of 1 in 12. Passengers using wheelchairs and prams/buggies may need to access the proposed new station via Station Road or Concorde Way, which may not be the shortest route.

To help mitigate this we propose to resurface the subway so that it is no longer uneven, and on exiting the subway the gradients will be reduced as much as topography will allow.

There is also potential for conflict with passengers and cyclists due to the proposed accessible path leading to the station entrance crossing Concorde Way. Concorde Way is a well-used route for cyclists. To reduce the occurrence of conflict, signage and physical measures are proposed with best practice examples sought to input into designs.

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

A range of measures are proposed to mitigate these impacts, such as traffic management measures, consideration of walking routes, temporary barriers, etc. These will be explored further in the Transport Assessment.

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

The final scheme will deliver improved accessibility to rail services across the protected characteristics groups.

By providing these improvements to the rail network, we are ensuring rail services are more inclusive and accessible to all future passengers.

The project expects to encourage sustainable travel modes which will benefit the environment, reduce congestion and improve air quality for all citizens in the city.

3.4 Can they be maximised? If so, how?

New rail infrastructure to be designed in accordance with rail accessibility technical standards and comply with the Equality Act. These benefits can be further improved when considered in the context of the wider transport network with improved interchange opportunities and better connected communities.



Engagement with Network Rail's Built Environment Accessibility Panel (BEAP)

who are an independent panel of disabled people, older people and access experts to make sure Network Rail buildings are accessible and inclusive. Engagement with (BEAP) throughout the process and engagement with Equalities groups will ensure benefits for people with protected characteristics are maximised.

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.

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| 4.1 How has the equality impact assessment informed or changed the proposal? |
| Yes |
| 4.2 What actions have been identified going forward? |
| To ensure opportunities to engage with equalities groups as part of the project are maximised. |
| 4.3 How will the impact of your proposal and actions be measured moving forward? |
| We will carry out further analysis of equalities data for responses for surveys undertaken etc. |

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| Service Director Sign-Off:  | Equalities Officer Sign Off:  Duncan Fleming |
| Date: 05/06/19 | Date: 5/6/2019 |