

## Bristol City Council Equality Impact Assessment Form

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



Name of proposal	A4018 corridor improvements
Directorate and Service Area	Growth and Regeneration, Economy of Place
Name of Lead Officer	Steve Riley, Project Manager

### 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?

Mitigation of the likely traffic impacts of the major new Cribbs Patchway New Neighbourhood (CPNN) development in South Gloucestershire through the implementation of a public transport corridor comprising in- and out-bound bus lanes and upgraded traffic signal junctions that will also improve the environment for pedestrians and cyclists.

The provision of a more reliable and resilient bus network will benefit anyone who relies on public transport to travel on this corridor, including those who require low-floor buses for wheelchair and pushchair access. Each traffic signal junction will see the signals upgraded to improve traffic flow on the main corridor while providing wider and more convenient pedestrian crossing facilities.

Alongside the improved provision for sustainable modes of transport, the proposals on which consultation was undertaken also included restrictions to private car use in Westbury Village. Following the consultation, these proposals will no longer be taken forward but will be replaced by carrying out engagement with a 'blank sheet of paper' to seek the views of local members and representative groups in achieving similar benefits in an alternative way.

## 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 changes proposed by this project are very similar to those made on Bath Road, Fishponds Road, and Whiteladies Road by the GBBN (Greater Bristol Bus Network) project between 2008 and 2012, which was subjected to its own EqlA. During the consultation for GBBN, and an EqlA workshop, a number of themes related to equalities emerged that will be used to inform this project.

The BCC website contains a substantial amount of equalities data and research, at <https://www.bristol.gov.uk/statistics-census-information/new-wards-data-profiles>. The information here could be used to identify areas where there are potentially concentrations of people from certain protected characteristics along the corridor.

For the five wards that cover the majority of the route (Henbury and Brentry, Redland, Southmead, Stoke Bishop, and Westbury-on-Trym and Henleaze), the following information appears relevant:

- A higher than average population of older people aged 65+ (17.5% compared to 13% for Bristol overall).
- 30% of people with a limiting illness, health problem or disability (as asked in the 2017 Quality of Life survey), two higher than the average for Bristol overall.
- A higher than average number of cars per household (1.2 compared to 1.04 for Bristol overall).
- A satisfaction level with local bus services of 43.8%, higher than the 40% of Bristol overall.
- 24% of people who cycle to work at least once a week (this data for Westbury-on-Trym and Henleaze only).

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

It appears that the likelihood for significant negative impacts is limited (see Section 3) and that further investigation may not be necessary.

A summary of how well the consultation process reached the various equalities strands mentioned in Section 2.1 can be found in the table below:

<u>Protected characteristic</u>		<u>%</u>
Age 65+	Consultation	27
	Ward data	17.5
No religion	Consultation	34
	Ward data	34.6
Christian	Consultation	42
	Ward data	53.0
Other	Consultation	24
	Ward data	12.3
White British	Consultation	76
	Ward data	83.5
BME	Consultation	7
	Ward data	10.6
Other	Consultation	17
	Ward data	5.9
Disability	Consultation	6
	Ward data	30.0

In terms of reaching the elderly population, the consultation was extremely successful. The large numbers of people that chose 'prefer not to say' against the other three questions skews the figures slightly.

If it appears that the outreach to disabled people is lacking, it is worth noting that the ward data is from the Quality of Life question about "a limiting illness, health problem or disability" and that there were 14% of consultees who preferred not to answer the question. A description of how we will try to rectify this lack can be found in the following answer.

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

Public consultation was carried out between 4 February and 17 March 2019. Using the knowledge of ward members, representative local groups were involved in this process.

Correspondence was held with BPAC (Bristol Physical Access Chain), although they were unable to attend a planned meeting. The current proposals for a Phase Two of the scheme that involves public engagement for Westbury Village will provide a further opportunity for more detailed discussions.

### 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?

We are not aware of any negative impacts at this stage. The improvement of public transport reliability, facilities for accessing it, and more and better means of crossing the roads are benefits that can be enjoyed by anyone using or living in the area, particularly as the traffic signal junction refurbishments or upgrades will replace old equipment that does not include tactile cones on the pedestrian crossing push button.

The proposed removal of access through the centre of Westbury Village by cars was raised as detrimental in various ways through the consultation. As well as comments about retail vitality, many elderly and disabled people stated that it would make their ability to access and use the village more difficult (including such facilities as the doctors' surgery, banks, and churches. Taking into account all such comments, we have removed the proposed restrictions and will instead carry out engagement with a 'blank sheet of paper' to seek the views of local members and representative groups, including equalities groups, in achieving similar benefits in an alternative way.

Responses to consultation with equalities groups on GBBN raised a number of concerns that were beyond the scope of an infrastructure construction project. These included: poor level of detail on on-bus audio announcements, lack of driver awareness of equalities issues, and concerns over bus services including withdrawal. These issues were not specifically raised again in consultation for this scheme, but if raised at a later stage will be passed to the bus operators via BCC's regular liaison with them.

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

Consultation responses from elderly and disabled residents have already been an element in removing elements of the scheme as it was consulted upon. As noted above, the opportunity for further input has been guaranteed in advance of new proposals emerging.

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

As regards access to or participation in a service, the improved reliability of buses using the A4018 corridor will be a benefit for anyone who uses them and especially those that rely on them, while encouraging a sustainable and healthier means of transport. New bus stops will improve access to these buses, and new pedestrian crossings will improve the access to the stops. The bus stops will also be of the 'safe haven' design with new paving, shelters, lighting, CCTV, and information including real-time information.

The quality of life for anyone living on the A4018 will be improved by public transport taking the place of the forecast increase in the number of cars using the corridor after CPNN is built.

3.4 Can they be maximised? If so, how?

The design will maximise all the potential benefits as far as practicable, while further consultation with equalities groups will be used to ascertain whether further specific improvements could be made.

#### **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?

Consultation with elderly and disabled residents has led to a change in which elements of the design have been taken forward towards construction.

4.2 What actions have been identified going forward?

The engagement for Westbury Village planned with local members and groups will be planned carefully to ensure it involves the relevant groups representing local equalities bodies.

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

Evaluation of the A4018 improvements as a public transport corridor (such as reductions in traffic queues and increased bus patronage) will be measured regularly to ensure the funding has been spent appropriately (although construction is not due to commence until 2020). Any complaints will be monitored for possible equalities concerns and contact made with the relevant group to discuss any such issues.

Service Director Sign-Off:



Nuala Gallagher

Date: 31/05/19

Equalities Officer Sign Off:



Duncan Fleming

Date: 9/5/2019