

## Bristol City Council Equality Impact Assessment Form

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



Name of proposal	Bristol Transport Strategy consultation
Directorate and Service Area	Growth and Regeneration, Transport
Name of Lead Officer	Jodi Savickas

### 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?

The Bristol Transport Strategy (BTS) has been written in collaboration with the Mayor's Congestion Task Group, and provides a vision for transport and sets out outcomes and actions to meet the vision across Bristol in the next 20 years. The draft BTS was taken out to public consultation in September 2018 and is now going to Cabinet for adoption in July 2019. Transport is a key part of everyday lives for all our citizens. We have listened to the views of our citizens on our vision, objectives and outcomes to ensure that the strategy addresses as many challenges as possible that citizens face when travelling in the city, and that we can enable an inclusive transport network to provide access to all.

### 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?

Transport affects all of our citizens. The BTS provides detailed evidence for our approaches to ensure that the transport network and services enable access for all citizens. The detailed evidence is referenced throughout the document from a range of sources and methods. We know, through census data, the breakdown of people who travel to work in terms of gender, age, education levels, job type, and origin point of journey.

We also have data on breakdown of those who cycle through more in depth data collected through the Bike Life report, which gives data on age and gender of those who cycle as well as more qualitative data on barriers to cycling from those who currently do not. For instance, we know that women and over 65s are under-represented when it comes to riding a bike, therefore we wanted to make sure that through the public consultation we heard from all underrepresented groups in the city. We have similar information for all modes of travel (too much to summarise in this document), therefore we were keen to understand why people use the modes they do, whether we can improve it and address any barriers to using sustainable modes.

Through the public consultation we were able to gain valuable information from our citizens to help edit the strategy so that the measures within it allow all our citizens to access transport options. Details of the methods of engagement to reach underrepresented groups are in the following sections. Respondents of the questionnaire and simulator tool for the public consultation were a fairly representative sample of the population of Bristol. The most common age group of respondents was 25-44, which is the most common age group for citizens across the city, although under 18's were not as representative of the population of the city, and is something that must be addressed in future consultations. There were more male respondents (58%) than female (34%) - the remaining respondents selected 'prefer to not say', which again must be addressed in future consultations. In terms of ethnicity, White British respondents made up the largest group with 81%, which compares with 78% White British in the population of Bristol as a whole. The percentage of respondents to the questionnaire and the simulator who stated that they have a disability was 6.5%, compared with 8% of Bristol citizens who said their day to day activities were limited a lot by a health problem or disability in the 2011 Census. However, some of our community engagement sessions were held in groups for disabled people and allowed us to talk through barriers and issues for transport in a qualitative way, which was also recorded as consultation responses to influence the final plan.

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

The census data focuses on trips to work, however we are fully aware that this only forms a part of why people travel. Indeed, there are many who do not work and travel for other purposes. As such, the strategy identifies common challenges that we face as a city and the responses from the public consultation has shown that the vast majority of respondents strongly agree or agree with the challenges identified. As mentioned above, very few young people responded to the consultation, therefore we need to identify ways in

which to better engage young people in future consultations. We met with the Youth Council to gain advice on how to engage young people and the 'gamified' approach of the simulator tool was welcomed. In hindsight, however, more work could have been carried out to fully advertise the simulator tool through channels that young people engage with frequently and this will be taken on board for future consultations.

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

The public consultation for the draft Bristol Transport Strategy was extensive, having worked with the Equalities team to identify ways in which to involve under-represented groups. Below is an outline of the methods we used:

#### Gamification

Following examples used by other European cities, we researched 'gamification' for consultation, which is to apply typical elements of game playing (e.g. point scoring, competition with others) to other areas of activity, in this case to encourage engagement in the consultation. We met with experts from the University of the West of England's Game Technology department to share ideas on how we could do this and the elements of game play that would be most engaging but useful to us to gather consultation responses.

#### Simulator tool

We were aware of a previous consultation carried out in Bristol City Council on the corporate budget that used gamified elements and decided to use a similar model. The budget consultation included a simulator that allowed citizens to 'play' with allocating the budget to various services and learning the consequences of the actions. This was adapted for the BTS consultation to allow citizens to have a 'budget' of 15 points and allocate up to five points to a transport measure featured in the BTS to identify what measures they would like to see prioritised. More points could be 'earned' by selecting any of the proposed funding measures that feature in the BTS, which can then be allocated to more transport measures. Through this gameplay, citizens were given an idea of the challenges of implementing transport improvements in the city, in that we have limited budgets in order to prioritise schemes, but if we want to implement more, we would have to identify new ways to fund them. The simulator was used to gather responses on the types of measures that our citizens want to see prioritised, as well as capturing free text comments on each measure.

### Questionnaire

Accompanying the simulator, we were interested in capturing views on the proposed objectives and approaches as set out in the draft BTS. As such, a questionnaire was created, asking how strongly citizens agreed with the approaches as set out in the draft BTS and for any comments in a free text section.

### Video

In order to fully explain what the BTS is and how citizens can get involved in the consultation process, we had a video made. Two versions of the video were made- one lasting 2 minutes giving full explanation of the strategy and consultation, and the second was a very short 10 second video encouraging people to get online and involved in the consultation. The short version was designed to embed on social media platforms.

### Social media toolkit

A series of social media messages were arranged by the PR and comms team, each focussing on a different aspect of the draft BTS and containing the short version of the video. The toolkit of key messages was made available to Members and stakeholders to post through their own social media channels to help spread the word about the consultation.

### Citizens Panel

The Citizens Panel is a questionnaire that periodically goes out to a group of citizens from across the city covering a wide range of demographics in order to be as representative of the city's population as possible. The BTS consultation questionnaire was included as part of the Citizens Panel mail out.

### Materials

Posters, postcards and hard copies of the draft BTS and the questionnaire were sent to all libraries and customer service points around the city. The posters and postcards contained the web address, encouraging people to complete the consultation online. The posters and postcards also contained the text 'If you would like this information in a different language, please email...' which was translated to Polish and Somali, the two most widely spoken languages after English in Bristol. The paper copies of the questionnaire were made available for anyone for whom accessing online information is difficult.

### Easy-Read and audio versions

Throughout the consultation process we engaged very closely with equalities

groups and we were asked by the Bristol Disability Equalities Forum for the document and questionnaire to be converted into Easy-Read and audio versions. These were made available on our website, with hard copies available on request. A summary version of the draft BTS was also created and made available online and hard copy by request.

### Equalities and community engagement

Through previous work with public health colleagues, we were aware of the Bristol Well Aware website, which lists community groups the meet across the city aimed at various user's needs. We researched groups to go along to, with the aim of covering all parts of the city and all demographics. We wanted to ensure we were engaging with as many of our citizens as possible, and hearing views from people of all protected characteristics and therefore targeted groups where this could be achieved in all parts of the city. We contacted organisers of the groups and visited the following groups across the city:

- Parent and baby groups
- Elderly people lunch clubs
- BME groups
- Sports groups for adults with disabilities

We were able to have informal discussions with members of these groups to give us their thoughts on transport in the city. We also carried out an exercise that replicated the online simulator tool, where we gave members of the groups sticky dots to allocate to the transport measures they would like to see prioritised in the city.

Working closely with our equalities colleagues, we became aware of the Voice and Influence Partnership, which is a new umbrella organisation that ties together various equalities groups across the city. Through the V&I Partnership, we were invited to present the draft BTS and have a discussion at the following events:

- Voice and Influence Partnership Launch
- Bristol Multi Faith Forum
- Bristol Older People Forum

### Focus Group

The V&I partnership helped us to bring together members from each of the organisations they represent to hold a focus group to discuss the approaches

in the draft BTS. This took place at City Hall during the consultation period and ran for 2 hours. We discussed issues that people face when travelling around the city and how we can address them in the BTS.

#### Other events

To launch the consultation period, we held a consultation launch event in the Conference Hall at City Hall. This was attended by around 80 stakeholders from a range of organisations. The event included the same 'sticky dot' exercise that was carried out at the community engagement groups, as well as workshop sessions where stakeholders could feedback on the sections of the strategy.

We were invited to present at the following groups:

- Sustainable Travel Network meeting
- Business West breakfast event
- Youth Council meeting

Attendees were able to ask questions and make comments on the strategy.

#### Emails to Councillors and Stakeholders

Emails were sent out to all Members and stakeholders that we are currently working with to encourage them to share the consultation through their networks.

### **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 do not think that the Bristol Transport Strategy will have an adverse impact on people with protected characteristics. One of the objectives of the strategy is to make the transport network and services inclusive and accessible to all. It is our duty to ensure all citizens can access services and every day facilities and the strategy seeks to make this easier for all.

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

Feedback through the consultation showed that the vast majority of our citizens agreed with our approach to transport in the Strategy. The

consultation allowed us to talk to citizens all across the city, each with different needs for travelling around Bristol and these detailed conversations helped us to assess whether we had included the needs of all in the Strategy. For the conversations we had and having analysed the responses to the consultation, the general approach of the Strategy does not require many further edits. The consultation report sets out the qualitative responses and our actions following the responses on each topic.

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

As mentioned, the Bristol Transport Strategy seeks to enable the development of an inclusive and accessible transport network that allows all citizens to get where they need to be easily, which will benefit many citizens including protected characteristics.

3.4 Can they be maximised? If so, how?

Feedback through the consultation has identified areas of the strategy that will be emphasised to demonstrate the benefits to citizens of Bristol. The edits can be found in the consultation report.

#### **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?

Given that one of the main objectives of the Bristol Transport Strategy is to enable an inclusive and accessible transport network and services, the impact of the strategy on people with protected characteristics has been considered throughout the writing of the document and the methods of the consultation. Meeting with many of our citizens throughout the public consultation process has given affirmation that our approaches in the Bristol Transport Strategy will enable better movement for all around the city and this is supported by a vast majority of the respondents.

4.2 What actions have been identified going forward?

Following the consultation, there is strong support for the measures contained in the draft Bristol Transport Strategy. The vast majority of respondents strongly agreed or agreed with the objectives and the approaches of the draft

strategy, therefore these will stay in the final draft. The draft Bristol Transport Strategy sets out approaches that seek to invest in sustainable transport modes and includes transformative measures such as mass transit and the consultation has shown that this approach is widely supported by the public. The support for each measure varies depending on where respondents live in the city, with more support for walking and cycling in the more central neighbourhoods and support for park and ride measures more prevalent on the outer neighbourhoods. There appears to be general support for all type of public transport, including bus, rail and mass transit, across the city. The draft Bristol Transport Strategy does not seek to construct new roads to increase capacity for general traffic, as this leads to increasing congestion in the city and it is encouraging to see that constructing new roads is least popular as a measure amongst the public.

Where approaches are strongly supported by the public, the draft Bristol Transport Strategy will be edited to include the results of the consultation to acknowledge the level of public support. There are many comments that require some approaches to be strengthened or clarified and these will be taken on board in the edits.

We wanted to explore the public's view on how we seek to fund the measures set out in the draft Bristol Transport Strategy and there appears to be support for road user charging and workplace parking levy, subject to the details of such schemes, which would need to be identified in future studies. Increasing council tax or business rates to fund transport schemes are not well supported and these views will be included in the final edit.

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

The strategy itself sets out how we will measure whether our transport network is inclusive and accessible, including proximity of transport infrastructure that provides alternatives to the car and awareness and satisfaction of transport options.

<p>Service Director Sign-Off:</p>  <p>Nuala Gallagher</p>	<p>Equalities Officer Sign Off:</p>  <p>Duncan Fleming</p>
<p>Date: 20/05/19</p>	<p>Date: 25/3/2019</p>