

## Cabinet Report – Transport Capital Programme 2020/21 – Appendix E

### Bristol City Council Equality Impact Assessment Form

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



Name of proposal	Transport Capital Programme budget allocations 2020/21
Directorate and Service Area	Growth and Regeneration, Strategic City Transport
Name of Lead Officer	Douglas Sole, Transport Programme Co-ordinator

#### 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?

Cabinet report decision to allocate Department for Transport/West of England Combined Authority and Bristol City Council budgets towards range of different Transport Projects and Programmes across the City in 2020/21.

The budget setting does not include any savings targets associated with projects. The full allocation of grant funding is being allocated in the Transport Capital Programme.

#### 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 budget allocations for the Transport Capital Programme 19/20 have been prepared by Managers and Officers who have considered the council's public sector equality duty as defined in the Equality Act 2010.

Officers have balanced these duties, in reaching their conclusions regarding setting budgets, with other legal and statutory duties e.g. Traffic, Health and Safety legislation etc. and Council objectives e.g. Corporate Strategy and One City Plan. Officers have also used evidence and knowledge regarding a range of criteria in reaching decisions on proposed budget allocations, this includes but is not limited to:

- Citywide and Ward level data sources e.g.
  - [Open Data Bristol](#)<sup>1</sup>
  - [Bristol Joint Strategic Needs Assessment \(JSNA\)](#)<sup>2</sup>.
  - [2011 Census](#)
  - [Quality of Life survey](#)
  - [Bristol Ward Data Profiles](#).
- [Neighbourhood Partnerships](#)
- Local Councillor and member of the public requests
- Maintenance records and inspections.

Each scheme was assessed to ensure it was aligned with the Corporate Strategy, One City Plan and Local Transport Strategies. Other schemes were considered but these schemes were not included as they were either less aligned to Council objectives, or able to obtain funding from other sources e.g. WECA Investment funds.

### **Transport and health inequality**

Physical inactivity directly contributes to 1 in 6 deaths in the UK and large areas of the city experience levels of pollution in excess of EU and UK health based objectives. Most of the pollution leading to breaches of these objectives is generated by transport. Exposure to poor air quality can discourage walking and cycling, however a study has shown that exposure to polluted air is worse for those travelling in a car than it is for those using sustainable transport. Bristol has the highest proportion of people walking and cycling to work of any large city but actual and perceived safety are a major barrier to cycling in particular. Walking and cycling can increase

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<sup>1</sup> <https://bristol.opendatasoft.com/pages/home/>

<sup>2</sup> [https://www.bristol.gov.uk/en\\_US/policies-plans-strategies/joint-strategic-needs-assessment](https://www.bristol.gov.uk/en_US/policies-plans-strategies/joint-strategic-needs-assessment)

levels of physical activity and reduce air pollution but our citizens have to feel safe on our streets to do this We need to tackle poor pedestrian environments in some areas including parts of the city centre<sup>3</sup>.

## Quality of Life Survey

The annual Bristol Quality of Life Survey (QoL)<sup>4</sup> gives us a useful insight into the ways that different equality groups access and feel about transport in the city. The table below shows a selection of relevant questions which indicates that there are significant under and over-representations for some characteristics compared to Bristol averages. For example disabled people are much more likely to find that inaccessible public transport and parking issues prevent them leaving their home when they want to. The QoL data set can also be used to identify where there are significant differences in transport use and accessibility by Ward and deprivation measures.

	16 to 24	50+	65+	Female	Male	BME	WME	Carer	Disabled	LGB	No religion or faith	Religion or faith	Bristol Average
% for whom inaccessible public transport prevents them from leaving their home when they want to	17.4%	10.3%	9.6%	13.4%	14.4%	11.2%	14.4%	15.4%	26.9%	17.7%	13.2%	12.4%	13.9%
% for whom parking issues prevents them from leaving their home when they want to	16.5%	17.8%	15.5%	19.2%	18.6%	22.6%	21.3%	25.1%	24.0%	18.4%	18.4%	20.9%	18.9%
% satisfied with the local bus service	34.9%	49.7%	55.7%	46.7%	39.6%	40.2%	40.8%	42.3%	41.1%	35.5%	42.4%	48.4%	43.2%
% who drive to work	10.7%	43.0%	33.5%	36.7%	38.0%	37.6%	28.8%	44.4%	27.9%	30.1%	32.4%	42.4%	37.4%
% who ride a bicycle at least once a week	30.3%	12.8%	8.7%	18.1%	33.7%	20.1%	30.3%	16.2%	7.2%	29.0%	30.5%	15.3%	25.9%
% who take the bus to work	22.2%	16.4%	21.8%	19.1%	12.1%	23.9%	19.5%	14.6%	26.7%	21.2%	13.5%	16.7%	15.6%
% who think traffic congestion is a problem locally	80.1%	78.3%	78.8%	80.1%	80.4%	81.4%	81.8%	81.5%	77.9%	85.2%	83.4%	78.9%	80.2%
% who walk to work	44.7%	15.9%	14.5%	21.3%	19.2%	20.8%	26.4%	18.9%	8.7%	21.8%	24.5%	16.5%	20.2%

<sup>3</sup> Data from [Bristol Draft Transport Policy 2018](#)

<sup>4</sup> [https://bristol.opendatasoft.com/pages/quality\\_of\\_life\\_results\\_201819/bristol-trend-view#bristol-trend-view](https://bristol.opendatasoft.com/pages/quality_of_life_results_201819/bristol-trend-view#bristol-trend-view)

**The Disabled People’s Manifesto for Bristol<sup>5</sup>** highlights the following barriers and solutions for Transport in Bristol:

Barriers	Solutions
<ul style="list-style-type: none"> <li>• Lack of access to public transport across the city trains, stations/platforms, ferries etc., and difficulty accessing wheelchair spaces on buses;</li> <li>• Lack of accessible transport is the second largest barrier to getting jobs;</li> <li>• The attitudes of public transport staff and the regular poor service to Disabled passengers e.g. not asking passengers on buses to vacate the wheelchair space, resenting parking by the kerb;</li> <li>• Lack of hackney cab drivers willing to transport Disabled passengers;</li> <li>• Lack of monitoring to enforce the requirement that they do so;</li> <li>• Scale of Blue Badge parking violations;</li> <li>• Much reduced Blue Badge parking in Resident Parking Zones;</li> <li>• Parking on pavements;</li> <li>• Parking across dropped kerbs;</li> <li>• The danger to Disabled people posed by Shared pathways.</li> </ul>	<ul style="list-style-type: none"> <li>• Bus companies and the Council to jointly lobby for regulations enabling operators to prioritise the use of wheelchair spaces by wheelchair users;</li> <li>• Council to introduce a by-law or other action, that enables them to penalise obstructive pavement parking;</li> <li>• Council or police to start enforcing the law against parking over dropped kerbs;</li> <li>• More public education and enforcement action on Blue Badge abuse;</li> <li>• Reinstate national Blue Badge parking options in Resident Parking Zones;</li> <li>• All refurbishment, upgrade and development of local rail stations and platforms to include making them fully accessible;</li> <li>• More accessible ferries generally and all ferry landing points around the harbour made accessible;</li> <li>• An audit of all taxi ranks and transport stops, to ensure there’s CCTV that can clearly identify drivers, for when a complaint is lodged;</li> <li>• Better disability awareness training for public transport staff, by those with ‘lived experience’, and firmer management of staff who ignore it;</li> <li>• Council’s Taxi Forum to develop an effective monitoring system that identifies drivers who persistently ignore calls for accessible hackney cabs;</li> <li>• Require drivers hiring a cab to ensure all accessibility features are in working order and be able to use them.</li> </ul>

<p><b>2.2 Who is missing? Are there any gaps in the data?</b></p>
<p>We do not have accurate local diversity data for some protected characteristics e.g. gender reassignment.</p>
<p><b>2.3 How have we involved, or will we involve, communities and groups that could be affected?</b></p>
<p>Projects will identify and consult with local stakeholders as appropriate and major projects will have full consultation exercises as part of the delivery.</p> <p>The prioritisation of schemes for this project was based on alignment with transport strategies, all of which have undergone significant stakeholder engagement and consultation, including all major equalities stakeholder groups, BPAG and the One City Transport Board. The One City Transport Board is being directly consulted on this programme of works.</p>

<sup>5</sup> <http://bristoldef.org.uk/resources/bristol-disabled-peoples-manifesto/>

### 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 have not identified any significant negative impacts arising from the proposal at this stage. However we are aware that inequality across the city exists in part due to the lack of good quality transport options available to connect citizens to services and that there are existing issues for equalities groups which have been considered in the context of setting the overall Transport Capital Programme budget.

**Age** Older people may be more reliant on public transport to access essential services that people of working age, and are likely to require greater access to health services. Some areas of Bristol may not be well served by public transport and there may be a lack of accessible information about travel options. Older people may also encounter physical barriers, such as trip hazards from uneven surfaces, crossing busy roads, and difficulties boarding and alighting public transport where there are steps.

Young people may be reliant on public transport to access education, employment, and training opportunities, as well as for social and leisure activities. Mobility for young people is likely to include the cost and availability of public transport in some areas.

**Disability.** The access requirements of disabled citizens and visitors may be different for non-disabled people and we must therefore ensure transport options and infrastructure are viable for all. Disabled people tend to travel and drive cars less often than the rest of the population, and the most common mode of travel for people with disabilities is as a car or taxi passenger. People with disabilities are more likely to face accessibility barriers when using public transport e.g. inaccessible bus stops, stations, and vehicles, and inadequate travel information.

**Sex** Women in Bristol are less likely to drive or cycle to work than men and are more likely to use public transport. Perceived and real safety and security concerns can be a barrier to travel, particularly at night – and there is a need to consider improving street-lighting and security on pedestrian/cycle routes and on routes to public transport when setting the Transport Capital Programme Budget.

## **Race**

The proportion of BME (Black and Minority Ethnicity) people who use public transport to get to work is higher than the Bristol average, as is the proportion of WME (White Minority Ethnicity) people who walk to work. We need to ensure that travel information (such as routeing, timetables, and fares information) is available in different formats and languages to reduce inequality of access.

## **Socio-Economic / Deprivation**

Residents in areas of high levels of deprivation have fewer opportunities to access jobs, health care, and green space. Residents in these areas encounter worse air pollution, a disproportionate level of traffic injuries, and live closer to major roads. Poverty and deprivation also appear to be associated with a higher risk of excess weight in Bristol, and providing healthy travel choices can play a large role in tackling this. People in the most deprived areas of Bristol are far less likely to own and drive a car, and far more likely to walk or get the bus than people in the least deprived areas. While the percentage of people cycling in the most deprived areas is lower than for other groups, for many people cycling is a lifeline to access jobs and services. Around 40% of jobseekers say that lack of personal transport, or poor public transport, is a key barrier preventing them from getting a job.

The programme includes a £4.9m maintenance and structures programme and 17 Integrated Block allocations (project or programmes of improvement works). Separate equalities relevance checks and, where relevant, full equality impact assessments (EQIAs) are carried out for these on a case by case basis as they are developed

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

The Transport Capital Programme is not financially rigid and scheme/project budgets are continually under review. The result is that budgets for project/scheme may change because of e.g. design changes, unforeseen ground conditions, statutory undertakes service diversions, or programme delays.

As individual budgets, within the wider Transport Capital Programme, are often re-profiled to reflect the new scenario facing the individual project/scheme, there is scope to accommodate the financial requirements of any required mitigations should an EQIA identify the need to address specific issues.

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

The projects that are proposed to be funded are focussed on improving the transport infrastructure, and hence movement of people, residents, visitors and businesses, throughout both the city and wider region. There may well be significant opportunities or positive impacts for all citizens including those with protected characteristics.

At this time many of the proposed works are at an early development stage and it is not possible to fully assess the extent of all positive impacts for people with protected characteristics.

### **3.4 Can they be maximised? If so, how?**

Opportunities to maximise benefits are not able to be fully assessed at this time, but will be considered on a case by case basis during the further development of schemes.

## **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?**

The impact assessment has informed which schemes are allocated funding as equalities impact was considered when determining which schemes would be prioritised.

### **4.2 What actions have been identified going forward?**

As new schemes are developed further, analysis will take place to determine appropriate levels of consultation that need to take place, which will include seeking the views of citizens with protected characteristics.

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

Each scheme will individually assess and monitor their impact on citizens, including citizens with protected characteristics going forward. This will be based on surveys, usage of different transport modes or other transport data sources as appropriate.

Service Director Sign-Off: Adam Crowther	Equalities Officer Sign Off: <i>Reviewed by Equality and Inclusion Team</i>
Date:24/01/2020	Date: 24/1/2020