

# Equality Impact Assessment [version 2.9]



Title– Bristol Bridge Enforcement - GR13	
<input type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service <input type="checkbox"/> Other [please state]	<input checked="" type="checkbox"/> New <input type="checkbox"/> Already exists / review <input type="checkbox"/> Changing
Directorate: Growth and Regeneration – Management of Place	Lead Officer name: David Bunting
Service Area: Traffic & Highways Maintenance	Lead Officer role: Head of Service

## Step 1: What do we want to do?

The purpose of an Equality Impact Assessment is to assist decision makers in understanding the impact of proposals as part of their duties under the Equality Act 2010. Detailed guidance to support completion can be found here [Equality Impact Assessments \(EqIA\) \(sharepoint.com\)](https://sharepoint.com).

This assessment should be started at the beginning of the process by someone with a good knowledge of the proposal and service area, and sufficient influence over the proposal. It is good practice to take a team approach to completing the equality impact assessment. Please contact the [Equality and Inclusion Team](#) early for advice and feedback.

### 1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Describe who it is aimed at and the intended aims / outcomes. Where known also summarise the key actions you plan to undertake. Please use plain English, avoiding jargon and acronyms. Equality Impact Assessments are viewed by a wide range of people including decision-makers and the wider public.

<p>The enforcement of bus lanes has been ongoing since they were first introduced in BCC in 2012, with the primary objective of encouraging motorists to comply with the restrictions in place.</p> <p>Bristol Bridge bus lane restrictions were introduced in the autumn of 2020 and have been enforced since then. However due to the ever changing traffic situation in the city due to COVID we are still issuing high numbers of Penalty Charge Notices.</p> <p>These high numbers are expected to continue into the next year and so the additional income expected can be used to help “bridge the gap” in the short term. Eventually motorists will comply as they incur fines and the numbers of PCN’s will drop.</p>
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### 1.2 Who will the proposal have the potential to affect?

<input type="checkbox"/> Bristol City Council workforce	<input checked="" type="checkbox"/> Service users	<input checked="" type="checkbox"/> The wider community
<input type="checkbox"/> Commissioned services	<input type="checkbox"/> City partners / Stakeholder organisations	
Additional comments: All residents who are eligible for their disabled advisory bays who live within Residents Parking Schemes would be affected however, we do not plan to stop residents using those bays where they are already in place.		

### 1.3 Will the proposal have an equality impact?

Could the proposal affect access levels of representation or participation in a service, or does it have the potential to change e.g. quality of life: health, education, or standard of living etc.?

If 'No' explain why you are sure there will be no equality impact, then skip steps 2-4 and request review by Equality and Inclusion Team.

If 'Yes' complete the rest of this assessment, or if you plan to complete the assessment at a later stage please state this clearly here and request review by the Equality and Inclusion Team.

**Yes**                       **No**                      [please select]

This is Business As Usual and NOT a change project or the introduction of anything new and does not need an EqIA.


The use of bus lane restrictions and their enforcement is undertaken in accordance with national legislation with the objective of ensuring bus lanes are only used for permitted vehicles.

We are using the fixed penalty fines to deter people from using Bristol Bridge, there is no change in service or service delivery we are simply using the funding from these PCN's to bridge the gap.

Bristol City Council will also bring in a new clean air next year and will support it with rolling this out of this initiative.

### Step 5: Review

The Equality and Inclusion Team need at least five working days to comment and feedback on your EqIA. EqIAs should only be marked as reviewed when they provide sufficient information for decision-makers on the equalities impact of the proposal. Please seek feedback and review from the Equality and Inclusion Team before requesting sign off from your Director<sup>1</sup>.

<b>Equality and Inclusion Team Review:</b> Reviewed by the Equality and Inclusion Team	<b>Director Sign-Off:</b> 
Date: 29 December 2021	Date: 5 January 2022

<sup>1</sup> Review by the Equality and Inclusion Team confirms there is sufficient analysis for decision makers to consider the likely equality impacts at this stage. This is not an endorsement or approval of the proposal.