

Equality Impact Assessment [version 2.10]



Title: Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace schemes	
<input type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input checked="" 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: Economy of Place	Lead Officer name: Steven Riley
Service Area: City Transport	Lead Officer role: Programme Manager

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 \(EqIA\) \(sharepoint.com\)](#).

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.

7 projects have been utilising Government funding (Active Travel Fund) to investigate and deliver making active travel improvements in Bristol. This funding ended in March 2022, so it is proposed that a proportion of the CRSTS Liveable Neighbourhood (LN) funding is used to finish the projects.

As many of these projects are developed to a high level, they already have an individual EqIA. If this is the case this has been identified next to the project. All of the projects that are not developed will be subject to an individual EqIA if the decision is made to fund the projects.

- 1 Princess Victoria Street (EqIA complete). Engage with local residents and businesses to seek ideas to integrate in making the timed road closure look and feel more permanent.
- 2 Overton Road (EqIA complete). Provide a road closure to encourage sustainable transport and place making by Gloucester Road.
- 3 Rosemary Lane (EqIA complete). Provide a road closure to encourage sustainable transport through a green area on the route to the local primary school. £199-512k (Do Min to Do More).
- 4 St Mark's Road. Provide a contribution for cycling improvements to a project being progressed by City Design and Highway Maintenance. £10k.
- 5 University Road (EqIA complete). Provide higher quality materials to the existing road closure. £3k.
- 6 Cotham Hill (EqIA complete). Provide the full amount of funding for the highly popular scheme that it was thought had been agreed with Active Travel England.
- 7 Old City pedestrianisation (EqIA complete).

2 further projects have been identified that are looking to utilise the CRSTS funding to deliver local transport improvements, that were not part of the initial funding stream (Active Travel Fund):

- 1 Denmark Street. Engage with local businesses to seek ideas to make the timed road closure look and feel more permanent. £650k.
- 2 Chandos Road. Provide a road closure to encourage sustainable transport and place making as sought (and trialled) by local residents and businesses. £650k.

2.1 Who will the proposal have the potential to affect?

<input type="checkbox"/> Bristol City Council workforce	<input type="checkbox"/> Service users	<input checked="" type="checkbox"/> The wider community
<input type="checkbox"/> Commissioned services	<input checked="" type="checkbox"/> City partners / Stakeholder organisations	
Additional comments:		

2.2 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.

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	[please select]
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There will be no equality impact. This is because it is only the funding stream that is being changed or being sought to deliver the schemes. Many of the schemes already have live EqIA's, with many needing to be amended slightly or not at all. The other projects will be subject to individual EqIA's once the scheme is started. Early conversations have already started with disabled people-led groups and these conversations will continue as proposals become more developed. This EqIA is only related to the decision to use the CRSTS funding stream which will not have an Equality Impact as the schemes will be delivering similar local transport improvements to that of the previous funding stream.

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 Director¹.

Equality and Inclusion Team Review: <i>Reviewed by Equality and Inclusion Team</i>	Director Sign-Off: 
Date: 30/11/22	Date: 1.12.2022

¹ 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.