Equality Impact Assessment [version 2.9]

Title: East Bristol Liveable Neighbourhood Pilot	
☐ Policy ☐ Strategy ☐ Function ☐ Service ☒ Other [please state] *Pilot trial scheme*	☒ New ☐ Already exists / review ☐ Changing
Directorate: Growth and Regeneration	Lead Officer name: Sam Green
Service Area: Economy of Place – City Transport	Lead Officer role: Transport Policy, bidding and strategic projects – Senior Transport Planner

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.

The project will deliver a pilot Liveable Neighbourhood (sometimes referred to as Low Traffic Neighbourhoods, Active Travel Neighbourhoods, or Mini Hollands) in East Bristol, anticipated to cover the boundary area marked in red below. The proposed area covers the areas of Barton Hill, Redfield and St George.

The locally adopted Local Walking and Cycling Infrastructure Plan (LCWIP) identified parallel streets (Beaufort Road/Victoria Avenue) to Church Road (A420), in the inner east of Bristol (and within the above red line boundary, as a priority route for investment to induce modal shift to more sustainable modes. Due to the

constraints of the narrow streets, traffic reduction has been considered the most effective way of improving the route in line with recent government guidance Local Transport Note (LTN) 1/20.

By taking a holistic view to an area wide treatment a wide range of additional benefits can be delivered in addition to cycle route upgrades. Other benefits may be realised through complimentary measures such as: street trees, secure cycle hangar parking, pocket parks and improved public realm. This will enable the Council to maximise the benefits from new infrastructure and ensure that the local community are well equipped to make positive behaviour change. Reducing through traffic throughout the area will reduce the likelihood of traffic being displaced onto neighbouring streets.

The pilot is intended to inform a citywide roll out of Liveable Neighbourhoods across Bristol in the future and achieve the following objectives:
- Improve air quality and respond to the climate emergency.
- Improve public realm and quality of life - creating better places for residents, businesses and visitors, as well as,
- Enable more local trips by active modes of travel and public transport, through providing easy, safe and comfortable routes within neighbourhoods in line with the wider public health outcomes; and
- Reduce the impact of 'rat-running' vehicles along unsuitable residential roads, to support prosperity and improve community connectivity, whilst safeguarding access for residents and the needs of mobility impaired people; and
- Support Bristol's recovery from the Covid-19 pandemic through investment in green and sustainable infrastructure.

The pilot scheme will trial various transport and wider public realm interventions on an experimental/temporary basis for a period of between 6-18 months. The interventions implemented will be done in a way which allows them to be adjusted during the trial period and may include the following:

- Implementation of speed or carriageway width restrictions.
- Partial or full road closures and the use of model filters.
- Implementation of bus gates.
- Reallocation of road space or on-street parking to improve pedestrian and cycle infrastructure; and
- Changes in priorities at junctions.

Key to liveable neighbourhoods are the opportunities that reallocating road space typically used for private vehicle use can provide for public realm improvements, such as:

- Areas for seating and meeting.
- Locations for cycling infrastructure and storage.
- Accessible and uninterrupted footways, with priority and safety measures at junctions.
- Tree planting and green space.
- Locations for on-street electric vehicle charging infrastructure; and
- Consolidated delivery points.

The One City Plan highlights support for designing and delivering Liveable Neighbourhoods, building on similar statements of support in the Joint Local Transport Plan 4, , Bristol Transport Strategy and most recently through the Citizens Assembly process

1.2   Who will the proposal have the potential to affect?

☒ Bristol City Council workforce	☒ Service users	☒ The wider community
☐ Commissioned services	☒ City partners / Stakeholder organisations	
Additional comments:		

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]

N/A

Step 2: What information do we have?

2.1   What data or evidence is there which tells us who is, or could be affected?

Please use this section to demonstrate an understanding of who could be affected by the proposal. Include general population data where appropriate, and information about people who will be affected with particular reference to protected and other relevant characteristics: https://www.bristol.gov.uk/people-communities/measuring-equalities-success .

Use one row for each evidence source and say which characteristic(s) it relates to. You can include a mix of qualitative and quantitative data e.g. from national or local research, available data or previous consultations and engagement activities.

Outline whether there is any over or under representation of equality groups within relevant services - don't forget to benchmark to the local population where appropriate. Links to available data and reports are here Data, statistics and intelligence (sharepoint.com). See also: Bristol Open Data (Quality of Life, Census etc.); Joint Strategic Needs Assessment (JSNA); Ward Statistical Profiles.

For workforce / management of change proposals you will need to look at the diversity of the affected teams using available evidence such as HR Analytics: Power BI Reports (sharepoint.com) which shows the diversity profile of council teams and service areas. Identify any over or under-representation compared with Bristol economically active citizens for different characteristics. Additional sources of useful workforce evidence include the Employee Staff Survey Report and Stress Risk Assessment Form

Data / Evidence Source [Include a reference where known]	Summary of what this tells us
Population Projections: The population of Bristol - bristol.gov.uk	Bristol is projected to see an overall population increase of 15% between 2018 and 2043. The biggest single increase when broken down into age range is Age 75+, which is projected to be 40%. Engagement undertaken to inform the various schemes types of interventions will need to ensure targeted action to reach people within this group, to help ensure appropriate solutions are delivered.
Quality of Life Survey: 40acbac5-6166-0413-3df7-65ffd1362829 (bristol.gov.uk)	Feedback from the 2020/21 Bristol Quality of Life survey showed that: - People from the most deprived areas of Bristol are 30% less satisfied with their local areas as a place to live, compared to the cities average. - Rates of people whose day-to-day life is affected by fear of crime is double in the most deprived areas of the city, compared to the cities average.

- People from the most deprived areas of Bristol are 25% less satisfied with parks and open spaces in their local area, compared to the cities average.
- 30% less people from the most deprived areas of Bristol feel they belong to their neighbourhood, compared to the cities average.
- People from the most deprived areas of Bristol are 20% less satisfied with life, compared to the cities average.

These results show that people from the most deprived areas in Bristol are less satisfied across a range of indicators (including, Health & Wellbeing, Crime & Safety, Education & Skills, Sustainability & Environment) compared with the cities average.

The proposed schemes have a range of objectives, across health and wellbeing, access to goods and services (including education and employment), and greater equity (e.g., air quality, transport, crime) with which they will need to be measured against, with reference to the results of the QoL survey.

Category 2020	Sub-Category 2020	Issues Raised	2020 Ranking	2019 Ranking
Transport	Reduce congestion / less cars	612	1	2
Transport	Improve buses and/or public transport	456	2	1
Environment	Air / noise pollution	393	3	3
Transport	Improve cycling infrastructure / facilities	308	4	5
Council Services	Democracy and Governance	293	5	8
Waste and street cleanliness	Litter and/or street cleanliness	261	6	4
Community & Living	Local community and facilities	210	7	18
Transport	Improve traffic management	198	8	12
Transport	Parking	134	9	7
Environment	Parks and green spaces	129	10	14

Of the top 10 issues raised within the Quality of Life survey categories, the schemes have the ability to directly or indirectly impact positively on 8, not including Council Services or Waste and Street Cleanliness, although some aspects of the proposed schemes may still link to these.

Rapid Evidence Assessment: Liveable and Low Traffic Neighbourhoods	Where schemes succeed at encouraging walking and cycling, they will decrease the rates of asthma, depression, diabetes and increase life expectancy. Schemes designed to reduce speed and volume of traffic have significant impact on road injuries and crime, critical from an equity perspective, as children from lowest socio-economic groups and Black, Asian and minority ethnic groups are far more likely to be injured on road. By implementing schemes in areas with which have lower rates of physical activity, where private vehicle ownership is low (and non-local traffic is high) and where congestion and accident levels are high, options for safe active travel (amongst other interventions) will provide more inclusive infrastructure which can be accessed by a wider range of users.

Active travel schemes which include supporting infrastructure (benches, unobstructed pavements, signage, parking for blue badge holders etc) which improves accessibility for all will ensure changes make the environments they are in more inclusive, rather than changes being more restrictive. Where trials are being undertaken, input from groups representing disabled people and other protected characteristics is critical and ongoing engagement is required to ensure final schemes resolve unforeseen negative impacts during the trial periods. |

	By improving the quality and safety of environments for non-car drivers, liveable neighbourhoods can make local trips, such as taking children to school, visiting the doctor or local high street on foot or bicycle a more attractive and realistic option. This is particularly beneficial for those who experience transport poverty and experience the biggest negative impacts of car-oriented environments and are often under-represented in local decision making. The engagement strategy for these schemes will need to ensure seldom heard groups are able to input and engage with the process of development and delivery of schemes.
Ward information: 167.71.132.100/wards/lawrence_hill/	The Ward information database presents statistical ward profiles for each ward in Bristol. The wards that are covered by the project area are Lawrence Hill, Easton, St George West and St George Troopers Hill. The statistics presented below cover a range of data sets showing the disparities in the project area. **Red** = significantly worse than Bristol average **Lawrence Hill:** **Health**: Healthy lifestyles: - 80.7% of people say they are in good health, compared to the Bristol average of 87.1% (3rd worst ward in Bristol) - 66% of people do enough regular exercise each week, compared to the Bristol average of 68.2% - 49.4% of people are overweight or obese, compared to the Bristol average of 46.5% - 27% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 25.4% - 25% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 22.7% - **42.4%** of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 32.8% Life expectancy, 3 year averages: - Lawrence Hill females: 82.3, Bristol females: 82.7 - Lawrence Hill males: **73.6**, Bristol males: 78.5. (Lawrence Hill's male life expectancy is the lowest in Bristol) Premature mortality, 3 year averages: - All causes: *Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population* - Lawrence Hill: **600.1**, Bristol: 377.5. (The Lawrence Hill ward has the worst cases of premature mortality in Bristol) **Car availability**: - Lawrence Hill average no. cars per household: 0.53, compared to Bristol's average of 1.04. - **56.2%** of households have no cars or vans, compared with the Bristol average of 28.9% - Lawrence Hill is the worst ranked ward in Bristol for average number of cars per household. **Child poverty**: - Children in low-income families 2019/20 – 'a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any point in the year to be classed as low income in these statistics'. Relative child poverty rates in Lawrence Hill range between **30.7-39.8%** and is the highest ranked ward in Bristol. **Crime**: - All crime (offence rate per 1,000 population): Lawrence Hill: **167.7**, Bristol average: 101.0. (Lawrence Hill in the top 3 ward for all crime).

Social care:
- Clients receiving a community-based service aged 65+ (rate per 1000), Lawrence Hill: **70.6**, Bristol: 30.8. (highest ward in Bristol).
- Clients receiving a domestic care service aged 65+ (rate per 1000), Lawrence Hill **31.4**, Bristol: 18
- **13.9%** of people in Lawrence Hill feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.6%.

Easton:
Health:
Healthy lifestyles:
- 88.5% of people in Easton say they are in good health, compared to Bristol's 87.1%
- 65.5% of people do enough regular exercise each week, compared to the Bristol average of 68.2%
- 42.5% of people are overweight or obese, compared to the Bristol average of 46.5%
- 31.1% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 25.4%
- 19.2% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 22.7%
- 31.1% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 32.8%

Life expectancy, 3 year averages:
- Easton females: 80.8, Bristol females: 82.7
- Easton males: 76.8, Bristol males: 78.5

Premature mortality, 3 year averages:
- All causes: *Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population*
- Easton: **491.2**, Bristol: 377.5.

Car availability:
- Easton average no. cars per household: 0.83, compared to Bristol's average of 1.04.
- 36.8% of households have no cars or vans, compared with the Bristol average of 28.9%

Child poverty:
- Children in low-income families 2019/20 – 'a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any point in the year to be classed as low income in these statistics'. Relative child poverty rates in Easton range between 12.4-21.5%.

Crime:
- All crime (offence rate per 1,000 population): Easton: 104.3, Bristol average: 101.0.

Social care:
- Clients receiving a community-based service aged 65+ (rate per 1000), Easton: 42.7, Bristol: 30.8.
- Clients receiving a domestic care service aged 65+ (rate per 1000), Easton: **30.9**, Bristol: 18
- 7.9% of people in Easton feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.6%.

St George West:
Health:
Healthy lifestyles:

- 89.2% of people in St George West say they are in good health, compared to Bristol's 87.1%
- 72.3% of people do enough regular exercise each week, compared to the Bristol average of 68.2%
- 45.5% of people are overweight or obese, compared to the Bristol average of 46.5%
- 24.3% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 25.4%
- 23.4% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 22.7%
- **41.0%** of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 32.8%

Life expectancy, 3 year averages:
- St George West females: 80, Bristol females: 82.7
- St George West males: **74.1**, Bristol males: 78.5

Premature mortality, 3 year averages:
- All causes: *Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population*
- St George West: **543.2**, Bristol: 377.5.

Car availability:
- St George West average no. cars per household: 0.88, compared to Bristol's average of 1.04.
- 34.6% of households have no cars or vans, compared with the Bristol average of 28.9%

Child poverty:
- Children in low-income families 2019/20 – 'a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any point in the year to be classed as low income in these statistics'. Relative child poverty rates in St George West range between 12.4-21.5%.

Crime:
- All crime (offence rate per 1,000 population): St George West: 112.2, Bristol average: 101.0.

Social care:
- Clients receiving a community-based service aged 65+ (rate per 1000), St George West: 43.5, Bristol: 30.8.
- Clients receiving a domestic care service aged 65+ (rate per 1000), St George West: **27.7**, Bristol: 18
- 9.5% of people in St George West feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.6%.

St George Troopers Hill:
Health:
Healthy lifestyles:
- 84.7% of people in St George Troopers Hill say they are in good health, compared to Bristol's 87.1%
- 70.7% of people do enough regular exercise each week, compared to the Bristol average of 68.2%
- 54.5% of people are overweight or obese, compared to the Bristol average of 46.5%
- 22.1% of people have an illness or a health condition that limits day-to-day activities at least a little, compared to Bristol's average of 25.4%
- 20.0% of children in reception (4/5yr olds) have excess weight, compared to Bristol's average of 22.7%

- 26.9% of children in year 6 (10/11yr olds) have excess weight, compared to Bristol's average of 32.8%

Life expectancy, 3 year averages:
- St George Troopers Hill females: 85.5, Bristol females: 82.7
- St George Troopers Hill males: 78.2, Bristol males: 78.5

Premature mortality, 3 year averages:
- All causes: *Directly age standardised rates for deaths in people aged under 75 years, per 100,000 population*
- St George Troopers Hill: 278.5, Bristol: 377.5.

Car availability:
- St George Troopers Hill average no. cars per household: **1.35**, compared to Bristol's average of 1.04.
- 13.8% of households have no cars or vans, compared with the Bristol average of 28.9%
- 49.1% of households have 1 car or van, compared to Bristol's 45.1%

Child poverty:
- Children in low-income families 2019/20 – 'a family must have claimed one or more of Universal Credit, Tax Credits or Housing Benefit at any point in the year to be classed as low income in these statistics'. Relative child poverty rates in St George Troopers Hill range between 12.4-21.5%.

Crime:
- All crime (offence rate per 1,000 population): St George Troopers Hill: 49.2, Bristol average: 101.0.

Social care:
- Clients receiving a community-based service aged 65+ (rate per 1000), St George Troopers Hill: 14.0, Bristol: 30.8.
- Clients receiving a domestic care service aged 65+ (rate per 1000), St George Troopers Hill: 10.0, Bristol: 18
- 9.3% of people in St George Troopers Hill feel their physical health prevents them from leaving their home when they want to, compared to Bristol's 8.6%.
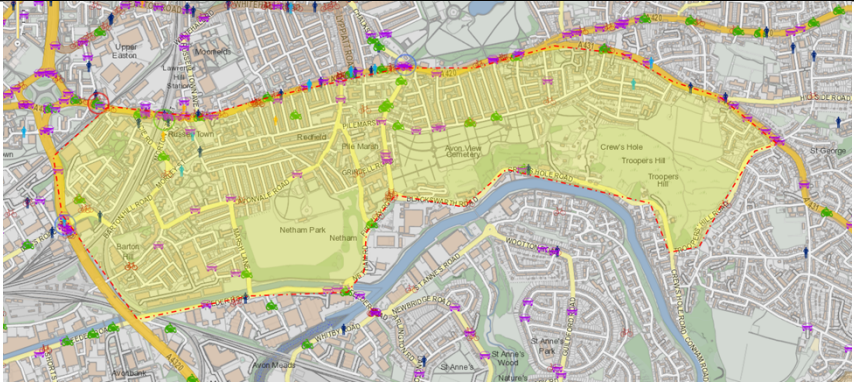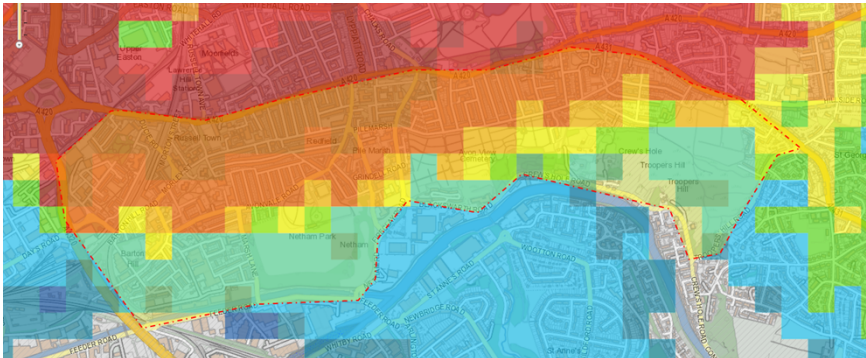
| Collision data: Traffic accident layer: Pinpoint Plus (bcc.lan) | Statistics for collision data in the project area shows the main clusters on the A420 (Church Road) at 4 locations. These are: Church Rd junction with Croydon St, junction with Morton St, junction with Weight Rd and the junction with Barnes St. The map below shows the cluster sites. |

More specifically the map below shows specific incidents, most of which occur on the B roads:

Bristol Transport Access Level (BrisTAL)	Transport access in the project area (in the below image) illustrates the more northern band of the project area is better served by transport than the middle and southern band. The BrisTAL scale ranges from 0 (worst) to 6a (best). The darker orange (below Church Rd) relates to BrisTAL number 6b, whereas the light blue surrounding the southern arc of Netham Park is number 2, with other areas scoring 4s and 5s.
Beaufort Road Engagement Survey: Microsoft Word - Beaufort Road Engagement Report (citizenspace.com)	The engagement for Beaufort Road was open for six weeks from Monday 18 January 2021 and Sunday 14 February 2021. People were asked about their street environment, what they liked about the street, what they would improve and what would they prioritise. The survey captured views from residents, businesses and anyone who uses the street to help build a picture of what people would like to see improved and provide feedback on their own experiences. People were also asked to give their views on a proposal to introduce a series of one-way restrictions on Beaufort Road. This was put forward as a suggestion to reduce the number of motorised vehicles using the road as a through route and reduce the conflict between vehicles travelling in opposing directions. Individual responses were received via the online survey and, to ensure the survey reached as wide an audience as possible, paper copies that included a translation offer in 12 languages were posted along with a free post envelope to more than 1500 local properties. 20 posters were put up in the local area to raise awareness of the survey. Local stakeholders and community groups were also asked to help raise awareness of the survey and it was promoted via social media platforms. As COVID-19 restrictions prevented face to face engagement, the team offered virtual chats and phone appointments to anyone who didn't want to submit a written response but wanted to ask questions and provide feedback. When asked what residents viewed as problems; 85% thought "the street being busy with traffic" was a problem, 67% thought that "traffic speeds were

	too high", 62% thought "the road was unsafe to cycle" and 57% thought "not having a dedicated space for cyclists" was a problem. Around 58% thought "pavements were too narrow", "air quality was poor" and "there was too much noise pollution".
	In terms of priorities: 69% said they want "traffic calming measures to slow traffic", 59% want "cleaner air", 58% want "to maintain access for motorised vehicles", 56% support "changing the traffic direction for example to one way", and 51% want to "prioritise more space for cycling".
	60% of respondents agreed or strongly agreed with the proposed scheme to amend traffic flow on Beaufort Road.
	Traditionally the younger population, those from ethnic minority groups and those living in the most deprived wards are often seldom heard from. To ensure those groups and those living close to the street environment were aware of the engagement process the team sent out over 1000 paper copies of the survey with a freepost envelope to all the properties in the local area. Social media posts also targeted this area and encouraged them to respond. The stakeholders contacted at the beginning and during this engagement also represented many groups within the community and were asked to help encourage and engage members to have a say.
Co-Design Stage 1	The first round of community engagement (called Co-Design Stage 1) has been undertaken and through a range of engagement methods, both online and offline, feedback from the community highlighted who responded, as well as the following issues, as follows: **Community survey** A total of 1,554 responses were received from the survey made up of 848 online and 706 paper copies. The headline findings were: • 89% of respondents to the community survey and map said they were residents or lived inside the project area. • The majority of respondents usually walk or cycle to the following places: community centre 83%, faith space 68%, parks and greenspaces 92%, leisure 71%, health appointments 72%, shopping and errands 67%, education 64%, work 52%. • 55% of respondents to this question walk almost every day (6-7 days a week). • Demographic breakdown of respondents for map and community survey • Slight majority of respondents were women (56%). • 89% of people described themselves as 'a local resident'. • 30% aged 35-44, 28% aged 25-34 and 14% aged 45-54. • 11% of respondents considered themselves disabled. What is important to people where they live? • The majority of people stated that all of the indicators are essential or of high importance to their neighbourhood. • The top three indicators that are essential are: everyone feels safe to walk and cycle 92%, that there is good air quality 90%, and that it's easy and convenient to walk, cycle and use public transport 89%. • The least important indicator was places to stop and rest with 56% claiming this to be essential or of high importance. What are the current issues?

	- Majority of respondents stated that the each of the 10 indicators were a serious or moderate problem in their neighbourhood. - The top three problems were: poor air quality 78%, streets too noisy with traffic 68%, and the area feels unsafe for walking and cycling 59%. - The issue that was considered to be a minor or not a problem was whether there were places to stop and rest 45%. **School survey top three** 120 children aged 5-8 answered adapted questions about what was important to them where they lived and what is a current issue. Top three things that were important where they lived: - Everyone feels safe to walk, scoot and cycle - It feels good to stay and play in your street - Easy to walk, scoot or cycle around, or to use buses Top three things that are current issues where they live: - It doesn't feel good to stay and play in the streets - Not enough trees or plants on the street - Nowhere to stop and rest **Interactive map** On the interactive map 541 points were mapped by 225 contributors. After closing submission to the Interactive map on 14 March a total of 1,522 'agreements' were made to the point dropped on the interactive map by other visitors to the site. While no more points can be mapped after this stage of the engagement closed, they can still be viewed and 'agreed' upon via the website. - 85% of people who commented on the map are from the area Top five most commented upon themes - Walking - Traffic - Personal safety concern - Street environment - Traffic speeds Top five negative feelings about area - Not pedestrian friendly - Driver behaviour - Too much traffic - Street feels stressful - Difficult to cross the street Top five improvements suggested - Slow down traffic - Improve road safety - Reduce traffic - Safer junction for walking and cycling - Add crossing points **Event postcard comments** At events, 458 postcards were filled in. The top three things that people like about their local area: - Parks and green spaces - Sense of belonging and community cohesion - Local amenities and activities What they want to improve: - Road safety - Parks and greenspaces - Personal safety
Additional comments:	

2.2   Do you currently monitor relevant activity by the following protected characteristics?

☒ Age	☒ Disability	☒ Gender Reassignment
☐ Marriage and Civil Partnership	☒ Pregnancy/Maternity	☒ Race
☒ Religion or Belief	☒ Sex	☒ Sexual Orientation

2.3   Are there any gaps in the evidence base?

Where there are gaps in the evidence, or you don't have enough information about some equality groups, include an equality action to find out in section 4.2 below. This doesn't mean that you can't complete the assessment without the information, but you need to follow up the action and if necessary, review the assessment later. If you are unable to fill in the gaps, then state this clearly with a justification.

For workforce related proposals all relevant characteristics may not be included in HR diversity reporting (e.g. pregnancy/maternity). For smaller teams diversity data may be redacted. A high proportion of not known/not disclosed may require an action to address under-reporting.

Whilst it is a challenge to engage with all our citizens and we know that there are some groups with seldom heard voices with whom we can do a better job at engaging with, recent surveys do capture a credible snapshot of feeling on several key issues Bristol continues to face. Results from the Quality of Life, Your City Our Future (related to the Covid-19 pandemic and subsequent lockdowns) and Bristol Citizens Assembly, highlighted many of the imbalances and feelings of inequality across the city and made recommendations for change, and which have fed into the development of the schemes aims and objectives outlined in Section 1.1, above.

Meaningful engagement with local communities is crucial to the development and delivery of successful liveable neighbourhood schemes. As the project develops, we will need to ensure ongoing engagement is meaningful with communities and representative groups for people who could be impacted by any proposed changes. As projects develop, we will continue to work with the Transport Engagement Team, following the Co-Design process set out below in Section 2.5, below.

Between 31 January and 13 March 2022 Bristol City Council conducted the co-discovery stage of the East Bristol Liveable Neighbourhood pilot. This early engagement included a community perception survey (general survey), online interactive map, and in-person community events to gather feedback from residents and schools on what is important to the community and what the issues are for the pilot area, which covers Barton Hill, and parts of Redfield and St George.

Over 196 key and local stakeholders (including emergency services), 128 citywide equality, community, and faith groups, plus 6,095 households and 442 local businesses were engaged through stakeholder communications.

At the 32 community and school events organised, approximately 1,231 were given project information and 600 participated in a more meaningful way (e.g., by filling in a postcard, putting a comment on the map or completing a survey).

Responses were received through emails, phone calls and in person and over 1,554 responses were received from the public through the community survey, and 541 comments made on the interactive map.

Findings from questions regarding demographic groups who responded to the first round of engagement are as follows:

What is your age?
(1385 responses)

Age	Percentage
0-10	0.3%
11-15	0.6%
16-17	0.2%
18-24	2%
25-34	28%
35-44	30%
45-54	14%
55-64	12%
65-74	7%
75-84	4%
85+	0.8%
Prefer not to say	0.6%
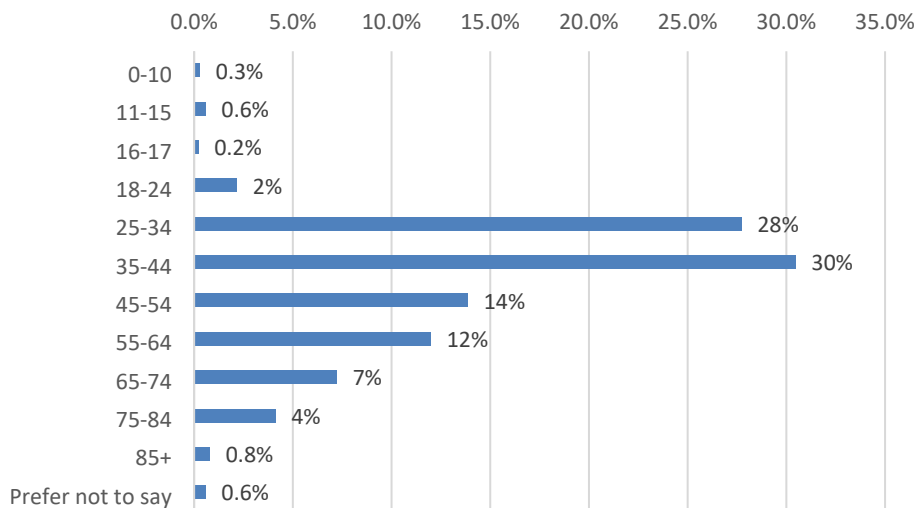
Do you consider yourself to be a disabled person?
(1170 responses)

Response	Percentage
No	86%
Yes	11%
Prefer not to say	3%
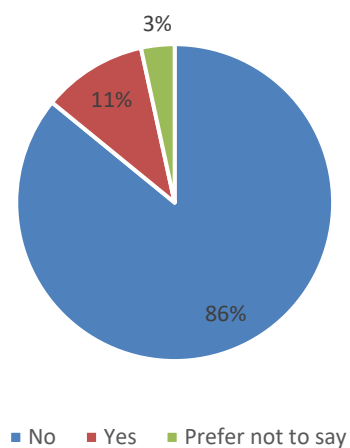
What is your sex?
(1360 responses)

Response	Percentage
Female	56%
Male	41%
Prefer not to say	2%
Other	1%
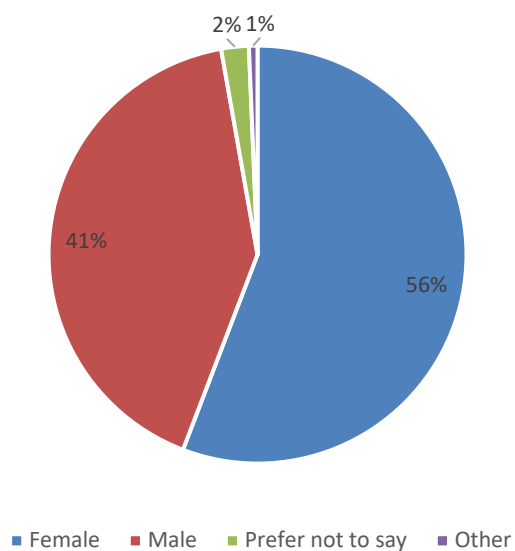
Have you gone through any part of a gender reassignment process or do you intend to?
(1148 responses)

0.2% 2%

97%

- No
- Yes
- Prefer not to say
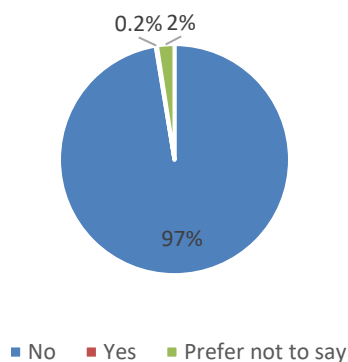
What is your ethnic group?
(1144 responses)

Ethnic Group	Percentage
White British	73%
White Irish	2%
White Other	7%
Black/African/Caribbea...	11%
Gypsy/Roma/Irish Traveller	0.1%
Asian/Asian British	2%
Mixed/Multi ethnic group	3%
Other ethnicity	3.9%
Prefer Not to Say	0.8%
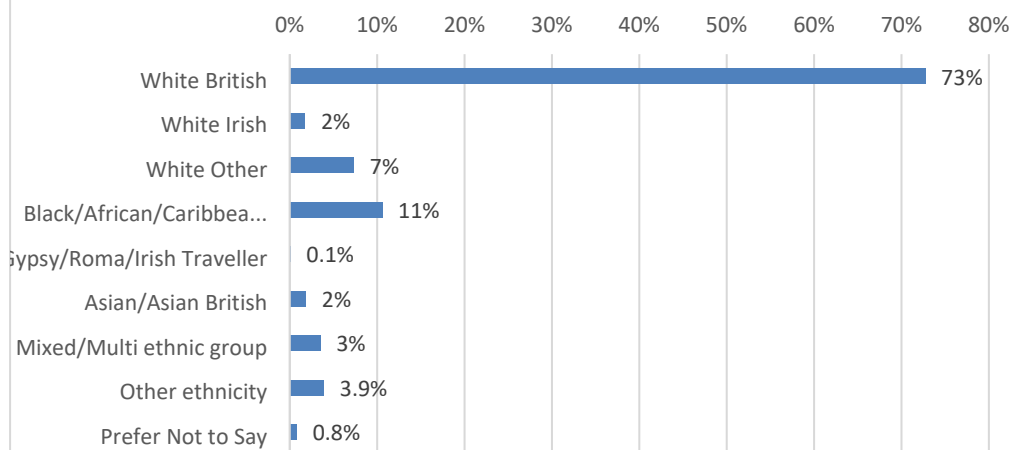
What is your religion/faith?
(1070 responses)

Religion/Faith	Percentage
No religion	57%
Buddhist	1%
Christian	22%
Hindu	0.2%
Jewish	0.7%
Muslim	12%
Pagan	0.7%
Sikh	0.1%
Prefer not to say	6%
Other	0.8%
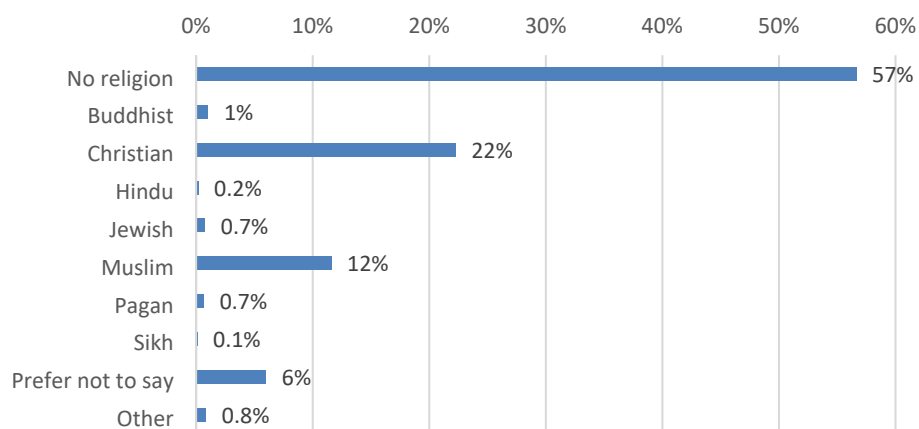
What is your sexual orientation?
(1131 responses)

Orientation	Percentage
Bisexual	6%
Gay man	2%
Gay woman / lesbian	1%
Heterosexual / straight	82%
Prefer not to say	8%
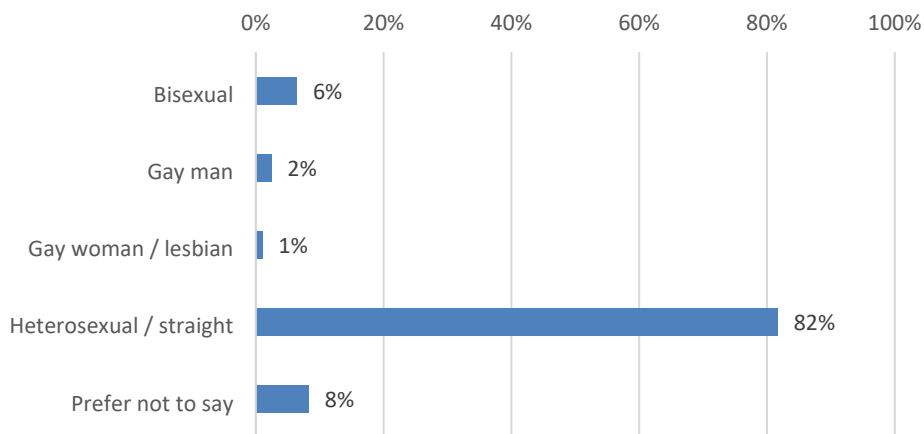
Are you pregnant or have you given birth in the last 26 weeks?
(1095 responses)

Response	Percentage
No	95%
Yes	4%
Prefer not to say	1%
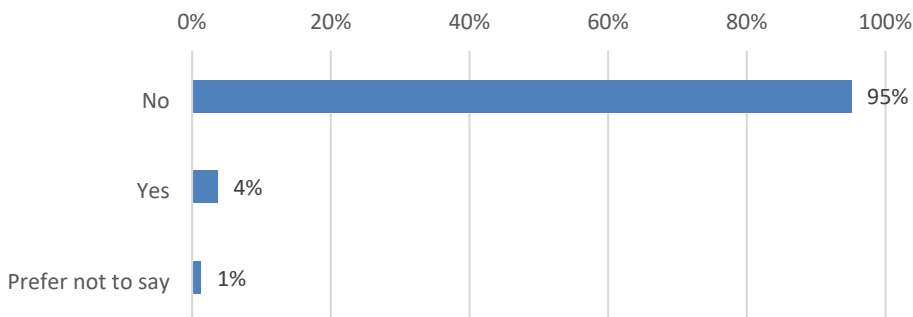
Are you a refugee or an asylum seeker?
(1156 reponses)

Response	Percentage
No	98%
Yes	1%
Prefer not to say	2%
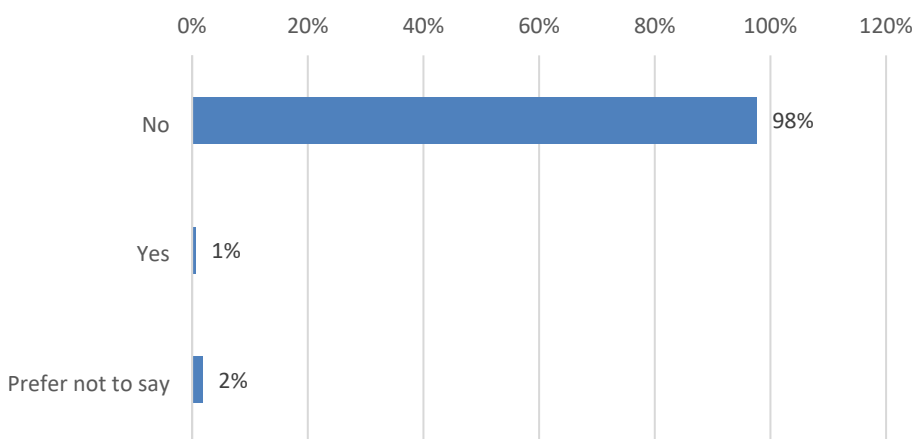
It is important to note that the engagement feedback is not directly reflective of the ward data for each of the wards within the East Bristol Liveable Neighbourhood project area, as the first round of engagement focused more so on the project areas across each ward, rather than the whole of each ward. Because liveable neighbourhoods aspire to reduce severance experienced in communities and therefor follow natural boundaries such as main roads, rivers, and railways. This often means that projects do not neatly follow ward boundaries. This has presented some challenges around analysis of results and LSOAs have been used as opposed to demographic data at ward level. This presents a more detailed and granular picture of the engagement results.

2.4   How have you involved communities and groups that could be affected?

You will nearly always need to involve and consult with internal and external stakeholders during your assessment. The extent of the engagement will depend on the nature of the proposal or change. This should usually include individuals and groups representing different relevant protected characteristics. Please include details of any completed engagement and consultation and how representative this had been of Bristol's diverse communities. See https://www.bristol.gov.uk/people-communities/equalities-groups.

Include the main findings of any engagement and consultation in Section 2.1 above.

If you are managing a workforce change process or restructure please refer to Managing change or restructure (sharepoint.com) for advice on consulting with employees etc. Relevant stakeholders for engagement about workforce changes may include e.g. staff-led groups and trades unions as well as affected staff.

Prior to engagement with the local community, pre-engagement research and scoping will be undertaken. This is the first action and includes both key stakeholders, local stakeholders, residents, and internal stakeholders and partnership organisations. This is the first part of the Co-Design process, outlined in Section 2.5, below.

Key Stakeholders
- Cabinet Member, Ward Members, Members of Parliament and local community champions (e.g. paid professionals, community animators and connectors from local organisations as well as active residents)
- Bristol One City Transport Board e.g., Sustrans, Bristol Walking Alliance
- Accessibility and Equality groups e.g., Bristol Physical Access Chain, Older peoples forum, Green and Black Ambassadors and Black Seeds Environmental Social Justice Network
- Internal stakeholders/project teams

Local Stakeholders
- Local people who live in the area
- Local people who live on the boundary and just outside the area
- Under-represented groups
- Local campaign and community groups
- Local businesses, shops and local services e.g., waste collection
- Schools and other educational establishments

Data gathering will be undertaken and will involve looking at multiple data sets to put together a profile of the local area in terms of geographics, demographics, socio and economic statistics, population make up and will help identify the different sectors of the local community including those seldom heard communities and under-represented groups.

This information along with the knowledge from colleagues who already work in the community will help to formulate the engagement approach throughout the project which is why this needs to be completed before engagement begins.

In pre Covid-19 times postal surveys would have been followed up with targeted door knocking and interviews and surveys would have been undertaken on street to help boost responses from certain groups. If street events were allowed the Roadshow Team would have held roadshows asking people to get involved and fill surveys.

We are very aware that not everyone has access to online resources which is why the team will put on posters in the local streets to advertise the engagement and provided contact details in different forms. On all the paper and online copies of the engagement outputs the team will provide information on how people can get the survey in a different language or in a different format. **The Engagement and Behaviour Action Plan can be made available.**

Surveys already undertaken on a citywide basis which have informed the development of the scheme include:

Citizens Assembly

In January 2020 Bristol begun a significant trial in deliberative democracy by running the city's first Citizens' Assembly. The transport theme posed the question:
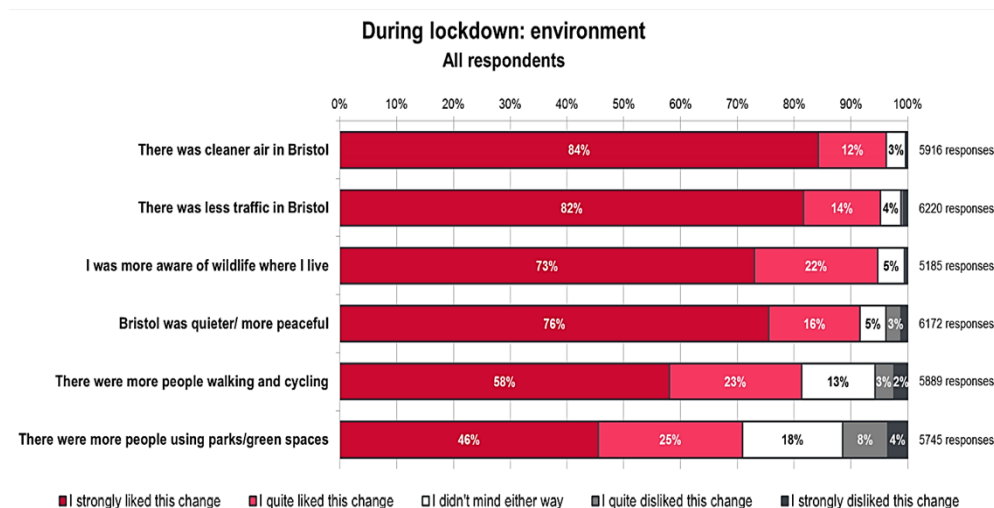
> *What changes should we make to our neighbourhoods to make how we travel easier, healthier and better for the environment"*

The recommendations of the assembly demonstrate the appetite for transformative neighbourhood improvements with over **90% of the panel supporting the following recommendations:**
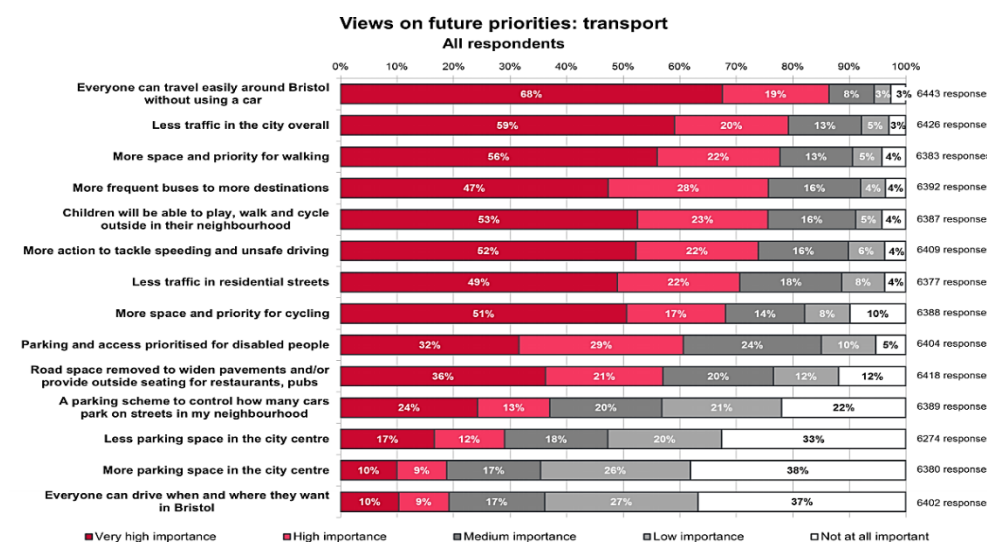
- *Fundamentally reimagine the places we live so that they are people centred (i.e. create liveable neighbourhoods)*
- *Developing a pilot program to showcase what could be achieved if a citywide approach to being carbon neutral was taken received*
- *Empower local communities in the decision-making process to deliver the services and activities that they want to promote healthy lifestyle choices*

'Your City our Future' Survey

Between August and September 2020, 6,535 Bristolians responded to a survey which sought to understand their experiences of Bristol before and during lockdown as well as their hopes for the future. The responses suggest strong support for more 'liveable' and multi-functional neighbourhoods as highlighted by the graphs below:

During lockdown: environment
All respondents

Statement	I strongly liked	I quite liked	I didn't mind	I quite disliked	I strongly disliked	Responses
There was cleaner air in Bristol	84%	12%	3%			5916 responses
There was less traffic in Bristol	82%	14%	4%			6220 responses
I was more aware of wildlife where I live	73%	22%	5%			5185 responses
Bristol was quieter/ more peaceful	76%	16%	5%	3%		6172 responses
There were more people walking and cycling	58%	23%	13%	3%	2%	5889 responses
There were more people using parks/green spaces	46%	25%	18%	8%	4%	5745 responses

Legend: ■ I strongly liked this change ■ I quite liked this change □ I didn't mind either way ■ I quite disliked this change ■ I strongly disliked this change

In terms of future priorities respondents:

Views on future priorities: transport
All respondents

Statement	Very high	High	Medium	Low	Not at all	Responses
Everyone can travel easily around Bristol without using a car	68%	19%	8%	3%	3%	6443 responses
Less traffic in the city overall	59%	20%	13%	5%	3%	6426 responses
More space and priority for walking	56%	22%	13%	5%	4%	6383 responses
More frequent buses to more destinations	47%	28%	16%	4%	4%	6392 responses
Children will be able to play, walk and cycle outside in their neighbourhood	53%	23%	16%	5%	4%	6387 responses
More action to tackle speeding and unsafe driving	52%	22%	16%	6%	4%	6409 responses
Less traffic in residential streets	49%	22%	18%	8%	4%	6377 responses
More space and priority for cycling	51%	17%	14%	8%	10%	6388 responses
Parking and access prioritised for disabled people	32%	29%	24%	10%	5%	6404 responses
Road space removed to widen pavements and/or provide outside seating for restaurants, pubs	36%	21%	20%	12%	12%	6418 responses
A parking scheme to control how many cars park on streets in my neighbourhood	24%	13%	20%	21%	22%	6389 responses
Less parking space in the city centre	17%	12%	18%	20%	33%	6274 responses
More parking space in the city centre	10%	9%	17%	26%	38%	6380 responses
Everyone can drive when and where they want in Bristol	10%	9%	17%	27%	37%	6402 responses

Legend: ■ Very high importance ■ High importance ■ Medium importance □ Low importance □ Not at all important

Stage 1 Engagement – How We Engaged.

Before the project launched publicly, the council wanted to engage with key stakeholders, such as internal colleagues, ward members, the local MP and community groups, to ask about how best to engage with groups of the community and for opportunities to work together.

The team therefore put together a few different elements of the engagement process, which included:
- Stakeholder meetings (virtual meetings or by phone)
- Early informing emails to local organisations and groups

Project officers spoke with ward members to discuss the engagement approach and agreed a community survey would work well and provided local contacts for groups who the officers could approach.

Stage 1 of the Co-Design process was then undertaken, the findings of which have been outlined above in Sections 2.1 and 2.3. Details of the Co-Design process (including Stage 1) are outlined in Section 2.5, below.

2.5 How will engagement with stakeholders continue?

Explain how you will continue to engage with stakeholders throughout the course of planning and delivery. Please describe where more engagement and consultation is required and set out how you intend to undertake it. Include any targeted work to seek the views of under-represented groups. If you do not intend to undertake it, please set out your justification. You can ask the Equality and Inclusion Team for help in targeting particular groups.

Effective engagement is about providing a platform for the community to help shape their local area, whether they are connected by geographic location, special interest, or affiliation to identify and address issues affecting their well-being.

The overall purpose of engaging (in the context of this EqIA) is to understand the barriers faced by people in accessing a range of amenities (e.g., employment, education, healthcare), the impacts caused by transport, and to find out how they can be addressed to ensure that all stakeholders (residents, local groups, businesses, and educational institutions) are able to access goods and services in an equitable and sustainable way.

All proposals prioritise active and sustainable travel options, and interventions are intended to make them the preferred choice of travel for those who can travel in these ways. We will engage and work with groups representing people with protected characteristics and disabilities to ensure we understand the issues faced by people in the existing environments and how the types of interventions proposed throughout the development process would impact these groups.

Engagement with stakeholders will follow a co-design process and is used to enable communities to input suggestions. The process involves:

Stage 1: Co-Discover

- Identify the barriers and issues faced.
- Identify the opportunities for overcoming these barriers.
- Determine which opportunities best address the issues that have been identified.

Stage 2: Co-Develop

- Determine in more detail the issues and opportunities.
- The constraints that effect that location.
- Begin to develop ideas that could solve the issues identified.

Stage 3: Co-Design

- Design solutions to address the issues in specific locations identified by stakeholders.
- Trial some aspects of the designs to determine if they address the issues raised.

Stage 4: Co-Deliver

In stage four agreed solutions will be drawn up into detailed plans and technical drawings and the interventions will then be implemented.

To ensure the engagement process with stakeholders is inclusive, schemes will include the following:

- Engagement materials in multiple languages and in accessible formats on request, such as easy read versions, braille, large print, and audio including both on and offline versions.
- Engagement events at a variety of times, days, and locations and both online and offline (e.g., virtual meetings and in person).
- One point of contact – transport.engagement@bristol.gov.uk and 0117 9036449.
- Dedicated officers who will work with under-represented groups.

Following the completion of Stage 1 of the Co-Design process, the project will now move towards Stage 2 'Co-Develop'.

Step 3: Who might the proposal impact?

Analysis of impacts must be rigorous. Please demonstrate your analysis of any impacts of the proposal in this section, referring to evidence you have gathered above and the characteristics protected by the Equality Act 2010. Also include details of existing issues for particular groups that you are aware of and are seeking to address or mitigate through this proposal. See detailed guidance documents for advice on identifying potential impacts etc. Equality Impact Assessments (EqIA) (sharepoint.com)

3.1 Does the proposal have any potentially adverse impacts on people based on their protected or other relevant characteristics?

Consider sub-categories (different kinds of disability, ethnic background etc.) and how people with combined characteristics (e.g., young women) might have particular needs or experience particular kinds of disadvantage.

Where mitigations indicate a follow-on action, include this in the 'Action Plan' Section 4.2 below.

GENERAL COMMENTS (highlight any potential issues that might impact all or many groups)
Bristol and its citizens face many challenges over the next decade such as, inequalities, a shortage of affordable housing, the Climate Emergency and Ecological devastation. The One-City Strategy sets several goals on how these challenges can be met with the urgency that is required. Sustainable and active travel play a key role in creating a healthier city that unlocks the potential of its communities whilst ensuring that people are not left behind with economic growth and regeneration.   Sustainable and Active Travel requires significant investment in infrastructure to re-allocate road space and provide conditions that encourage people to make short journeys by sustainable modes where appropriate. This level of change will impact citizens in across the city in different ways. It is essential that less heard voices and communities with protected characteristics are involved in helping to re-design the city and transport network so that Bristol can meet its climate and ecological targets whilst working as well as it can do for those who may have particular transport needs.   The programme of work varies in its approach to delivering sustainable and active travel improvements. These can broadly be split into the following approaches which could be installed as part of an area wide liveable neighbourhood scheme: • Protected cycle tracks on streets with a high vehicle flow   • Point closures (modal filters) in neighbourhoods to reduce through traffic and create an environment that makes short trips by walking and cycling safer and attractive   • Protected traffic signal junctions to increase priority and safety for people walking and cycling, often considered to be the most vulnerable road users.   • Changes to vehicle priority, such as pedestrianisation, timed closures to vehicles (school streets) or one-ways with contra flow cycling.   The prevalent theme that connects these potential interventions is that it will change and influence how people move around the city and access services. As such the changes are likely to impact all people across the city, and in particular those who's journey's start, pause or end within the project area, including those with protected

characteristic. However, the changes also present significant opportunities to address inequalities and improve inclusion.

PROTECTED CHARACTERISTICS

Age: Children	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	• Almost one third of children are in **poverty**, a greater proportion than for any other age group. This increases to nearly 50% for lone-parent families. [1] • The availability and affordability of transport can contribute to children's **access to important resources**. [3] • Active travel presents an opportunity to promote **health and wellbeing** among children. This is particularly important for children who are more likely to develop **childhood obesity** due to other characteristics, including deprivation and Black, Asian and minority ethnic background. [3] • The effects of **air pollution** are particularly significant for the health of children. [3] • Children from a lower socio-economic background are also more likely to be exposed to high levels of **pollution** due to living in **densely populated urban areas**. [3]
Mitigations:	See general comments above
Age: Young People	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	• Identified as a group at **risk of transport poverty** [1] • From the age of 16 onwards, the **bus** becomes an important tool in enabling young people to **access employment and training.** [1] • **Vehicle ownership tends to be low** among younger age groups partly due to the costs of learning to drive, as well as maintaining a vehicle and the associated insurance costs, making this **group increasingly reliant on public transport**. [3] • Transport **affordability** and **availability** are **key challenges** for younger people relying on public transport to access **work, education, and other activities**. [3] • **Safety and personal security** are also important aspects of the mobility experience for younger people. Younger people are more likely to be involved in crime on public transport; as both **perpetrators** and **victims** of low-level disorder and anti-social behaviour. [3] • **Fear of antisocial behaviour** on the part of younger people (rightly or wrongly), and **lack of perceived safety** when using public transport can deter young people from using public transport
Mitigations:	See general comments above
Age: Older People	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	• Identified as a group at higher **risk of transport poverty** [1] • Identified as a group at **risk of poverty** [1] • Access to appropriate forms of transport can help older people avail themselves of **goods, services, employment and other activities**, with **public transport** playing a crucial role in remaining connected and maintain independency when older people are unable to drive [3] • Older people are more likely to be **disabled** or have a **long-term health problem** that can affect their **ability** to use transport, including: mobility impairments, hearing impairments and cognitive impairments. [3] • Older people with a who are **disabled** or have a **long-term health condition** might also be more **reliant on staff** on public transport to help enable them to undertake a journey. [3] • Older people can also struggle with elements such as finding accurate and up to date **pre-travel information**, including timetables, the availability of accessible

	infrastructure (such as disabled parking), and information about ticketing and staff availability when using public transport. [3]
	• Evidence also suggests that older people are not as likely as younger people to be users of new technology and many **choose to use familiar technology,** such as TV or radio, to access **information**. [3]
	• There is evidence that older people are less likely to feel confident in using digital services required to undertake travel such as **touch-screen** ticket machines, while also being **less likely to use smartphones** for transport planning purposes (69% versus 82% in younger people). [3]
	• Research also suggested that **uptake of shared mobility services is lower** amongst older people and disabled people. This is related to barriers such as the lack of on-demand accessible options, unfamiliarity with the technology needed to book services and inability to use digital payment on a smartphone, and not being comfortable with unfamiliar ride hailing drivers. [3]
	• Volunteer transportation systems can more easily serve older and disabled people due to higher client engagement, lower costs and higher user familiarity with the service providers. [3]
	• Older people in the **80 to 90** age groups tend **disproportionately to be women** living alone.
	• Ageing is linked with a **reduction in car usage and driving**, often caused by the **worsening of physical conditions**, increased **stress** associated with driving, car maintenance **costs** and **less need to drive for full time work**, as well as **forced cessation** of driving due to old age. [3]
	• Older people become **more reliant on taxis and lifts** from family and friends as a transport mode, providing a supplement to the publicly accessible fixed-route bus and rail system. [3]
	• Research from Age UK has found that an improved provision of **active transport** (including walking and cycling) **could disproportionately benefit older people.** Increased provision of active transport is likely to improve the amount of physical activity, which is linked to **better cognitive performance**, better **mental health** outcomes and **reduce overall morbidity and mortality**. [3]
	• Currently only 8% of men and 3% of women over the age of 65 in the UK **cycle**, a much lower proportion compared to both the general population in the UK and those over the age of 65 in **European countries**. [3]
Mitigations:	See general comments above
Disability	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	• **Undertaking an analysis of current transport trends among disabled people it is important to note that disabled people are not a homogenous group, their needs and abilities can vary greatly depending on the nature and severity of their disability. [3]**
	• Families that include someone with a disability have always been at **greater risk of poverty** (JRF 2017: 25) [1]
	• Disabled people face a **range of challenges** in relation to mobility and various modes of transportation. [3]
	• Primarily, key obstacles relate to a **lack of accessible infrastructure**, at stops, stations and other locations, as well as in use of vehicles themselves. [3]
	• Where people are unable to rely on public transport either due to structural barriers or because of geographical location, they are likely to **increasingly rely on more expensive services such as taxis and private hire vehicles (PHVs)** – affecting the affordability of travel. [3]
	• **Accessible and inclusive information** relating to routes and tickets is also a **key challenge**. Adequate information, alongside staff presence and assistance can

help to make disabled passengers feel safer when travelling, as well as making journeys easier and more stress-free. [3]

- **Active travel modes** for disabled people are reliant on well marked shared spaces and clear pedestrian routes, where these are present, modes such has walking and cycling can have both **mental and physical health benefits** for disabled people. [3]
- Appropriate transport provision enables disabled people to participate in their community, maintain social networks, and access employment, education, healthcare and other services. [3]
- The unemployment rate in the UK for disabled people was 6.7% in 2019, despite this rate having reduced, it is still nearly **double the national unemployment rate**. Evidence shows that difficulty in **accessing transport** is the **second most common barrier** to work among disabled people. [3]
- While disabled people tend to travel less than non-disabled people, many are nonetheless **reliant on public transport**. There can be large variances in a person's travel patterns depending on their disability and its severity. For example, according to DfT's 'disabled people's travel behaviour and attitudes to travel' report, having a **learning or physical disability** correlates strongly to **travel by bus**. Around 60% of disabled people have no access to a car and use the bus around 20% more than their non-disabled counterparts. [3]
- Disabled people are more likely to report **negative and problematic journey experiences**, alongside **limited awareness** of viable alternatives. For some disabled people, the **attitude** of staff and other passengers, as well as the **unpredictability of public** transport (both timings and capacity), prevents them from using public transport. For **neurodiverse** people, a **lack of routine or unexpected events** can become overwhelming, leading to high levels of **stress and anxiety**. [3]
- **Overcrowding** at peak times can make travelling particularly difficult for those with **reduced mobility** and people who are more **vulnerable to stress and anxiety** in crowded places, as fast-moving, dense crowds of people can reduce accessibility and make vulnerable passengers feel unsafe. For those people unable to stand on a moving train, there may be difficulties, even outside peak hours, in **finding a seat** on services which have reduced the number of seats in order to increase overall carrying capacity. This can result in increased levels of stress and anxiety associated with the use of public transport for those with reduced mobility. [3]
- Disabled passengers often travel to, from and between legs of their journey via various transport modes, sometimes with challenges to the successful completion of the **first and last mile** of a journey. Challenges can include finding and using suitable parking areas when using a private vehicle for a portion of the journey, public transport connections, and differing levels of staff support (where support is available) for different legs of the journey [3]
- Research has found that in urban areas, **active travel routes** are associated with an increased **perception of risk**, often due to poor lighting or a lack of people using the route. This perception of crime can impact disabled people who are at a higher risk of being a victim or witnessing a crime. [3]
- There is a relatively **low participation rate in active travel** for disabled people, research has shown that disabled people with a range of learning and physical impairments, state that a reason for their lack of activity is due to the **inaccessibility of the pedestrian environment**, particularly road crossings where evidence shows they feel particularly vulnerable. The timing of crossings, a lack of working crossings and the absence of dropped kerbs are all cited as barriers, and uneven surfaces increase the chance of falling for people with

	reduced mobility. For wheelchair users' obstructions such as advertising boards or bins can make the pedestrian environment particularly challenging
	• **Air quality depletion** linked to traffic exhaust emissions can have detrimental effects on certain groups of disabled people. The British Lung Foundation states those at highest risk to air pollution effects are those already living with pre-existing health conditions, predominantly those with such lung conditions as asthma or Chronic Obstructive Pulmonary Disease (COPD). [3]
Mitigations:	See general comments above
Sex	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	Women

Women
- Identified as a group at **risk of transport poverty** [1]
- A lack of adequate public transport creates **barriers** to women accessing **employment and educational opportunities**. This is related to their patterns of participation in the labour market. [1]
- Since women are more likely to be in **part-time work** and exercise **caring responsibilities** that may require them to make **multiple short journeys** during a day, their transportation needs are not adequately met by the majority of transport services that are designed following a "hub and spoke model". [1]
- Having **less access to private means of transport** such as bicycles, motorcycles and cars, women are inclined to **take work closer to home**, often in the **informal sector**, which may **limit their opportunities** for finding better paid or higher skilled positions. This may be exacerbated by a limited availability of part-time work or work that fits around school hours. [1]
- Kamruzzaman and Hine (2012) highlighted that an understanding of access to activity spaces can shed light on the gendered dynamics of social exclusion. For example, women had **more transport constraints** than men, as childcare constraints meant they were less likely to take longer journeys. They were also less **likely to travel** at **night** or on **weekends** due to **perceptions of safety**, stemming from a lack of transport during these periods. [1]
- **Less** women across the UK hold a **driving license** compared to men (67% versus 77%). Women also tend to **not have access to a car**, particularly during the day as they either cannot afford one, or the family car is being used by a partner. [3]
- In terms of affordability and availability, it might not be **financially convenient** for women to pay for monthly or weekly **transport passes** when working flexibly. [3]
- **Caring responsibilities** also tend to disproportionately fall to women and often require **making multiple short journeys** during a day – for example, to drop off children at school, visit family members and shop for food – which creates an additional challenge if private transport is not available. In such cases **public transport** services may not sufficiently interconnected, requiring journeys with several changes and a long commuting time. [3]
- When involved in a **road accident**, women are also more likely to fall **casualties** than men. [3]
- While fewer women tend to have access to private transport, women make **greater use of taxis and PHVs** in comparison to men, increasing with older age. This is despite challenges around costs and affordability as well as personal safety when using a PHV or taxi as passengers can feel vulnerable and concerned due to travelling with strangers [3]
- Feelings of **personal safety and security** are thus a recognised barrier to women using public transport. [3]

	• Ensuring that **public transport provision** is affordable and improving public transport connections, making them more reliable, would enable women to undertake better connected journeys. [3] • Research evidences that gender **inequality** in **cycling** is common, with low levels of cycling among women compared to men. This could be due to cultural factors that remain in place despite an increase in the promotion of active travel. Promoting gender quality and normalising cycling culturally could benefit women in increasing the numbers of those cycling regularly [3] Men • Even though men tend to undertake **fewer trips** per year when travelling, they tend to travel **further distances**. Private **vehicle use and ownership** is also **higher** amongst men, with evidence showing differences in driving habits, as well as a higher propensity to be employed in sectors that require driving, such as freight and logistics and public transport. [3] • Men are in fact more likely to be involved in **road traffic accidents** across all transport modes this is also due to their higher propensity to use certain transport modes. [3] • **Younger men** are also more likely to be **road casualties** [3] • With **pedestrians**, female pedestrians account for just over half of journeys made by foot (52%), but **men** make up the **majority of pedestrian casualties** (57%). [3] • **Younger men** aged 16-19 are also more likely to be **victims** of crime on the **public transport network** compared to men of all other age groups [3]
Mitigations:	See general comments above
Sexual orientation	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	• As with religious and faith and other protected characteristic groups, **safety and security** – and perceptions of safety and security – when using public spaces, and public transport is a key issue for lesbian, gay and bisexual (LGB) people [3] • Improvements in all aspects of **transport safety**, including transport infrastructure that ensures journeys can be undertaken in a safe, reliable and efficient manner, would improve feelings of personal safety and present a beneficial opportunity to all vulnerable groups when travelling, including LGB people [3]
Mitigations:	See general comments above
Pregnancy / Maternity	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	• **Public transport** plays a fundamental role in supporting **social inclusion** for many parents with young children, and parents with young children have been identified as a group that is particularly vulnerable to social isolation. [3] • Evidence also suggests that, when **private transport** is available, parents with young children might chose it as a preferred transport method due to its **convenience and perceived safety** [3] • Similar to disabled people, and older people, the **accessibility and design of physical spaces** can also affect pregnant people and parents' ability to travel freely with small children, especially if using pushchairs. [3] • Provision of better **physical accessibility of public transport**, as well as availability of public transport services for all, would contribute to meeting parents' travel needs – which may differ from travel patterns planned around working life – would enable this group to undertake more comfortable journeys while also responding to their needs and avoiding the risks of social isolation and severance. [3]

	• Exposure to **poor air quality** and pollutants can also affect foetal development and cause low birth weights, premature births at well as stillbirth and miscarriage, as well as having long-lasting effects on the health of babies. [3]
Mitigations:	See general comments above
Gender reassignment	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	• Measures that would improve **feelings of safety** and thus confidence in travel would present an opportunity for this group; including infrastructure measures such as CCTV at public transport infrastructure and on transport services, and the improved visibility of staff in areas where people feel particularly vulnerable, again, including public transport. The training of transport staff to ensure that they are able to offer appropriate support to transgender passengers would further support greater confidence in travel by this group. [3]
Mitigations:	See general comments above
Race	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	• Black, Asian, and minority ethnic households consistently have the highest rates of **poverty**, and White British households have the lowest [1] • Adults from Asian, Black or other ethnic groups took substantially **fewer trips per person** in 2017 than those from white or mixed groups. [1] • In 2020 **unemployment rates** for people from Black, Asian and minority ethnic backgrounds are **nearly twice** those of people from White backgrounds [3] • Data from Joseph Rowntree also shows that people from a Black, Asian and minority ethnic background are **overrepresented in shift work** [3] • Access to transport for some people is tied closely to **geography**, and infrequent public transport services, particularly in the evening and at weekends, can **impact the type of employment** people are able to access and can, for example, affect the ability to undertake shift work. Research has found that this was particularly the case for ethnic minority groups concentrated in more deprived areas. [3] • There is some disparity when looking at figures for people from a Black, Asian and minority ethnic background in relation to walking and cycling. DfT walking and cycling statistics suggest that people from a mixed ethnicity background were most likely to walk for travel once a week [3] • In terms of **cycling**, DfT data suggests that **Black** and **Asian** adults are least likely to cycle [3] • It has been highlighted in research that people from a Black, Asian and minority ethnic background fear **racial attacks** when using **public transport**, thus potentially causing a barrier to their use of transport networks. [3] • Higher level of air **pollution exposure** is linked to the high proportion of Black, Asian and minority ethnic communities living in densely populated urban areas where air pollution is highest. [3]
Mitigations:	See general comments above
Religion or Belief	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	• **Safety**, and **perceptions of safety**, are particularly important for a number of groups when using the pedestrian environment and public transport. This includes people from particular religious or faith communities, for whom concern about **hate crime** is a particular issue. [3] • In some cases, older generations may **not have English as a first language**, while younger generations may have a **large number of children**. Barriers faced for people with multiple children include **cost**, **journey planning** and **ease**. [3]

	• The geographical distribution of **faith schools** means that younger people at these schools may have to travel further distances to access a particular school. [3]
Mitigations:	See general comments above
Marriage & civil partnership	Does your analysis indicate a disproportionate impact? Yes ☐ No ☒
Potential impacts:	There is no current evidence to suggest that this protected characteristic group might experience transport differently today. [3]
Mitigations:	
OTHER RELEVANT CHARACTERISTICS	
Socio-Economic (deprivation)	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐
Potential impacts:	• People who **depend more on the bus network** for work tend to be **lower paid**, live in more **deprived areas**, and are **more likely to turn down jobs** due to transport issues, than those on higher incomes, who tend to use cars and trains more often. [1] • Income was found to be one of the defining aspects of socio-economic inequality. **Transport costs and affordability are central to the impact of transport on inequality**. If transport is too expensive, then people are not able to make the journeys they need to get into **work** or move into **education** and **training** that could improve **their prospects** [1] • Key vehicles for addressing poverty include welfare and public support, education, cost of living interventions, employment, and social support (e.g. health and social care services, family relationships (Joseph Rowntree Foundation 2016). [1] • Membership of **specific demographic groups** can predict risk of poverty [1] • There is a relationship between income and type of transport used. Those on **lower incomes use buses** more than those on higher incomes, and those on higher **incomes use cars and trains more** than those on lower incomes (Department for Transport 2017). This is a result of accessibility rather than choice: buses are cheaper to use than trains, and cars are expensive to own and run. [1] • **Access to work** is greatly improved by more **accessible and affordable public transport** opportunities. Transport is important in obtaining a job, keeping a job, or getting a better job. Improving provision for **cycling** can also have a positive impact on **employment opportunities**. [1] • Those who **depend more on the bus network** to participate in the labour market tend to be **lower paid**, reside in areas of **deprivation**, and are more likely to turn down employment due to transport limitations. [1] • **Cycling** is regarded as a **good way to widen travel horizons** for disadvantaged individuals. [1] • **Support in paying for transport** is a way in which cities can support people living in poverty to access and maintain work. [1] • **Affordability of public transport** is one of the **key barriers** for **people living on low incomes**, such as people who are unemployed, in insecure or low paid work, and people who live in deprived areas. [2] • People living in deprived areas are significantly more likely to use **buses** than other groups of people, and bus travel therefore accounts for a **larger percentage of their income**. [2] • Evidence from the Joseph Rowntree Foundation also highlights that residents in low-income neighbourhood often find commuting options constrained by unaffordable or unreliable public transport, especially when combined with the prospect of **low-paid or unsecure employment**. Low income jobs such as

	cleaning or security roles may require **early starts or late finishes** when **public transport is not available.** Furthermore, **peripheral sites of employment**, such as retail, commercial and industrial parks are hard to access using the public transport system, making people living in low-income neighbourhoods **more reliant on private transport**. [3]
	• Lower income households have higher **levels of non-car ownership** – **female heads of house**, **children**, **younger** and **older** people, people from a **Black, Asian and minority ethnic background** and **disabled** people are often concentrated in this statistic. [3]
	• There are geographical inequalities in the provision of transport and as a result differences in access to employment, healthcare, education, and other amenities occur. Often these are located in areas that already have good transport links or are due to have new transport hubs opening nearby. However, residential areas may have a wider scale of provision compared to areas of employment. The lower level of car ownership, combined with limited public transport services in many peripheral social housing estates, exacerbates issues around access to services, education and employment. [3]
	• Evidence suggests that people living in deprived areas face **unequal access to certain modes** of transport. Research has found that only a **small number of deprived areas** are served by the **rail** network, instead mostly being accessibly by local buses. Where there are train stations, they are often perceived as **rundown** and **secluded**, leading to feelings of fear about using them. [3]
	• People living in deprived neighbourhoods are significantly **more likely to feel unsafe** and believe that crime is a significant problem in the areas that they are living. [3]
	• A 2018 study into **pedestrian safety** revealed that **children who live in deprived areas** are at a greater risk of being involved in a **road related accident** (as both a **passenger** and a **pedestrian**) when compared to other children. Children living in the **most deprived** quintile are **six times as likely** to be **involved in an accident** than those living in the least deprived quintile. Rates of **Killed or Seriously Injured casualties** in relation to miles walked for people in the most deprived quintile is over **double** that of those living in the least deprived (0.58 and 0.28 casualties per million miles walked). [3]
	• There is major disparity between people living in deprived areas and communities in more affluent areas regarding the exposure of individuals to **polluted air** [3]
	• Increasing promotion and provision of **active transport** directly benefits people who reside in deprived areas by improving the **local air quality** and improving their **health and wellbeing**. For example, **obesity** rates for **children** are **highest amongst those in deprived areas**. [3]
	• Public transport has the potential to increase access to **employment** and **education**, in return creating economic prosperity. However, this is based on **ensuring that transport networks connect more deprived areas to centres of employment and education** [3]
	• Ensuring **feelings of safety** are increased will encourage more people to participate in **active travel modes** and use **public transport** that is available. Safety can be improved by the provision of quality lighting, clear sightlines and where appropriate surveillance. Furthermore, concerns around road safety can be reduced through appropriate education, signs and road markings amongst other things. [3]
Mitigations:	See general comments above
Carers	Does your analysis indicate a disproportionate impact? Yes ☒ No ☐

Potential impacts:	As with Age, Disability and Pregnancy and Maternity – policies which aim to change or limit driving or parking can have a disproportionate impact on people who are reliant on having their own transport to provide care for someone else. Being a carer can be a huge barrier to accessing services and maintaining employment. Studies show around 65% of adults have provided unpaid care for a loved one, that women have a 50% likelihood of being an unpaid carer by the age of 46 (by age 57 for men), and that young carers are often hidden and may not recognise themselves as carers.
Mitigations:	See general comments above
Other groups [Please add additional rows below to detail the impact for other relevant groups as appropriate e.g. Asylums and Refugees; Looked after Children / Care Leavers; Homelessness]	
Potential impacts:	
Mitigations:	
	It is unknown what impacts interventions may have on people with protected characteristics at this stage as we don't know what specific interventions will be proposed at specific locations. However, interventions are broadly intended to make the environments they are in more accessible and inclusive for people with protected characteristics. The types of interventions which can be implemented to support the project are outlined in Section 3.2 below. Detail regarding where specific types of interventions could go will be developed with the community at next round of the Co-Design process.

3.2   Does the proposal create any benefits for people based on their protected or other relevant characteristics?

Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support our Public Sector Equality Duty to:

- ✓ Eliminate unlawful discrimination for a protected group

- ✓ Advance equality of opportunity between people who share a protected characteristic and those who don't

- ✓ Foster good relations between people who share a protected characteristic and those who don't

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The proposals objectives are all focused on creating more equitable environments and providing safer, more accessible, and healthier transport options for all, with the infrastructure delivered helping to support improved mental and physical health outcomes.

Infrastructure proposals will all be required to be in line with latest government guidance (e.g., LTN 1/20) which sets minimum requirements around accessibility to ensure people using mobility aids, such as walking frames, adapted bikes, or blue badge holders, are not discriminated against because of the environment's characteristics.

Through ongoing engagement (and the co-design process), issues and options to improve the accessibility and safety of scheme areas will be assessed and developed with input from a range of key stakeholders. As part of the liveable neighbourhood pilot scheme, proposals will be developed in partnership with the local community, including various local interest groups, some of which are likely to represent people with protected characteristics. As part of our early engagement work, Officers will engage with these groups locally to ensure participation in the process is possible from the start (see Section 2.4 above).

Following the first round of community engagement (Co-Design Stage 1), responses to the question 'What are the current issues?' show the following:
- The majority of respondents stated that the each of the 10 indicators (Healthy Streets | Making streets healthy places for everyone) were a serious or moderate problem in their neighbourhood.
- The top three problems were: poor air quality 78%, streets too noisy with traffic 68%, and the area feels unsafe for walking and cycling 59%.
- The issue that was considered to be a minor or not a problem was whether there were places to stop and rest 45%.

It is worth noting that interventions should respond to the issues and improve access and accessibility for everyone in the project area, including people with protected characteristics.

The types of interventions (and their descriptions) that will address the above issues may include:

- **Street trees and planting**: Trees, planting and grass verges can help improve the retention of surface water and provide shade and shelter. They can be included as part of other measures such as modal filters and side road treatments.
- **Bus Gates:** A bus gate is a camera-enforced modal filter which allows buses to travel through. Bus gates improve bus journey times and reliability as most private vehicle traffic will no longer be using the road.
- **Cycle and e-scooter parking:** Cycle and e-scooter parking is often located near destination where people want to visit and provides somewhere to lock your bike for a short period of time.
- **Cycle hangars:** A cycle hangar is a covered, lockable and secure pod that sits on the road. IT takes up about the same amount of space as a parked car and it can hold six bikes securely.
- **Diagonal filter:** A diagonal modal filter can be introduced at a crossroad. This prevents motor vehicles from travelling straight across the junction but allows vehicles to turn.
- **EV charge points:** Conveniently placed charge points for electric vehicles for residents without off street parking. Charging times typically 8+ hours (depending on the EV and power on offer).
- **Modal filter:** A diagonal modal filter can be introduced at a crossroad. This prevents motor vehicles from travelling straight across.
- **One-way/banned movements:** Changes to how traffic accesses a neighbourhood can be made through making certain streets one-way or no entry. This can be useful in particularly narrow streets.
- **Parklets:** On-street car parking spaces can be repurposed for people-centred uses, such as seating, planting, play and cycle parking.
- **Pocket parks:** Modal filters could be extended to become pocket parks. Two rows of planters are used to create a central area where no motor vehicles are allowed, which can be turned into a pocket park. The size of pocket parks depends on the need for vehicles to access the area.
- **Protected cycle tracks**: Protected cycle tracks separate people walking, cycling and driving by using measures such as a different level, kerb line or a bollard. Protected cycle tracks are designed in line with government guidance.
- **Safe crossings & junctions:** Safe crossings are designed in a way that prioritises people walking and cycling, making it easier to cross streets with high levels of traffic. Zebra, parallel or signalised crossings can be used depending on the volume of traffic.
- **School Streets**: School Streets turn streets around schools into priority zones for people to walk and cycle and restricts car use at the start and end of the school day. Residents can be exempted from the restrictions, which can be enforced by collapsible bollards or movable barriers often operated by school staff or volunteers.
- **Side road treatments**: Involves making changes to reduce vehicle speeds and create an environment which prioritises walking, cycling and scooting. Treatments can include continuous footways, cycle tracks and speed tables.
- **Street Art:** Street art can be used as a low-cost approach to raise awareness of a change in the use or environment of a street and/or encourage reduced vehicle speeds. Street art can also be used as a form of wayfinding to help direct and connect people to places.
- **Street Lighting:** Street lighting can be installed on lampposts or at ground level to help illuminate spaces and enhance visibility at night.

Step 4: Impact

4.1   How has the equality impact assessment informed or changed the proposal?

What are the main conclusions of this assessment? Use this section to provide an overview of your findings. This summary can be included in decision pathway reports etc.

If you have identified any significant negative impacts which cannot be mitigated, provide a justification showing how the proposal is proportionate, necessary, and appropriate despite this.

Summary of significant negative impacts and how they can be mitigated or justified:
There is the potential for some schemes to require the removal or relocation of vehicle parking. In areas where disabled parking bays are located and may be subject to change, we will engage with the relevant groups to assess the impact and develop options which mitigate any negative impact with these groups. Following the next round of the Co-Design process (Stage 2 – Co-Develop), we will have a much clearer understanding of how specific types of interventions in specific locations could impact upon people with protected characteristics. The Quality Assurance process within the BCC City Transport Service will ensure proposed and implemented interventions do not result in reduced accessibility for people with protected characteristics, as all proposals will go through a process of scrutiny to ensure they are compliant with current legislation.
Summary of positive impacts / opportunities to promote the Public Sector Equality Duty:
As noted previously, the scheme's objectives are intended to provide more equitable spaces and transport options for people which can address imbalances around access to services and everyday living. Post-trialling interventions, via the use of temporary materials, the scheme is intended to increase the accessibility, safety, and health (air quality and increased propensity to walk and cycle) of the project area. Any mitigations required as a result of the scheme being implemented will be developed with the community and will aim to minimise any negative aspects which result from the re-routing of private vehicle access. The development and delivery of the scheme will involve meaningful co-working with multiple agencies, including groups representatives disabled people and those with protected characteristics, via the Co-Design process. The process provides the best opportunity for outcomes to meet the needs of the wider community, and not only a small minority who may be more mobilised than those from seldom heard groups. The Co-Design process is intended to ensure as wide a range of people can engage with the development of solutions to the issues raised in Stage 1. We will ensure minimum thresholds are met in terms of meaningful engagement with people who have protected characteristics throughout and following Stage 2, to ensure its validity.

4.2   Action Plan

Use this section to set out any actions you have identified to improve data, mitigate issues, or maximise opportunities etc. If an action is to meet the needs of a particular protected group please specify this.

Improvement / action required	Responsible Officer	Timescale
Engagement with stakeholders following a co-design process	Sam Kirby, delegated to dedicated transport engagement officers TBC	Q3 2023-24 onwards

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

How will you know if you have been successful? Once the activity has been implemented this equality impact assessment should be periodically reviewed to make sure your changes have been effective your approach is still appropriate.

Monitoring and evaluation of liveable neighbourhood schemes post-implementation is crucial for data-led evidence to test their success against the original objectives. This is known as 'legacy' and whilst evidence is gathered on changing travel behaviours, traffic collisions, air quality improvements etc, evidence is also collected to assess positive and negative impacts of the interventions on people with protected characteristics. Evaluation approaches can involve: • **Community surveys:** Community surveys carried out in cohorts for each LN area to capture public feedback and for monitoring travel behaviour and social impacts. • **Secondary data collation:** Collation of information from existing datasets that are collected at regular intervals to report on progress against the LN objectives.

Evaluating schemes against their objectives can be done using both quantitative and qualitative methods. If, for example, one objective of a scheme is to 'Improve residents' physical and mental health and wellbeing', monitoring could be done through community surveys, before and after audits (e.g., Healthy Streets indicators) or the 'Quality of Life' survey. This approach describes a minimum level of monitoring and evaluation to be carried out for each scheme that is necessary to evidence their success against their intended objectives.

The monitoring and evaluation approach should consider additional or varying monitoring and evaluation. This could include:

- Adaptations to community surveys to capture evaluative feedback on themes identified from the community engagement within a scheme area (to ensure there is an appropriate feedback loop on issues important to the local community and which captures a representative evidence base from people with protected characteristics).

- Widening community surveys within a scheme area to include a broader range of public feedback and/or include specific stakeholder groups (if there is under-representation from people with protected characteristics).

- Additional qualitative monitoring, including focus groups with specific stakeholder, disability, or community groups, or to capture more in-depth evidence from participants of surveys.

- Expanding data collection to include a wider study area if there remains an under-representation of people with protected characteristics).

- Additional monitoring tools e.g., parking surveys (pedestrians, cyclists, and cars) to understand the varying groups of people travelling to and through the scheme areas.

Where temporary materials are used to trial interventions (generally when an Experimental Traffic Regulation Order is in place, which can span 6-18 months), changes can be made based on stakeholder feedback to help mitigate any unintended consequences of the trial. To allow for meaningful evidence to be gathered and changes to be made during trials data gathering should be done:

- Before any scheme delivery has occurred. Baseline community survey should be undertaken and count data to form an understanding of the current situation.

- Post implementation- once measures are installed on a temporary basis. First iteration of comparative data should be undertaken and the carrying out of community surveys, traffic counts etc.

- Once adaptions have been made during the trial period and a permanent scheme is delivered, a second iteration of comparative data should be undertaken and the carrying out of community surveys, traffic counts etc completed.

This will continue to be reviewed after each stage of the Co-Design process as the project progresses.

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[1].

Equality and Inclusion Team Review: *Reviewed by Equality and Inclusion Team*	Director Sign-Off: *JPSmith*
Date: 12/09/2022	Date: 12.9.2022

[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.