

Equality Impact Assessment / Equality Analysis

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| Title of service or policy | 'Tranche 2' Active Travel Fund Schemes (Upper Bristol Road & Beckford Road) |
| Name of directorate and service | Place Management – Highways, Traffic & Parking |
| Name and role of officers completing the EIA | Paul Garrod – Traffic Management & Network Manager |
| Date of assessment | 02/11/22 (update) |

Equality Impact Assessment (or ‘Equality Analysis’) is a process of systematically analysing a new or existing policy or service to identify what impact or likely impact it will have on different groups within the community. The primary concern is to identify any discriminatory or negative consequences for a particular group or sector of the community. Equality impact Assessments (EIAs) can be carried out in relation to service delivery as well as employment policies and strategies.

This toolkit has been developed to use as a framework when carrying out an Equality Impact Assessment (EIA) or Equality Analysis on a policy, service or function. It is intended that this is used as a working document throughout the process, with a final version including the action plan section being published on the Council’s and NHS Bath and North East Somerset’s websites.

1.1 Identify the aims of the policy or service and how it is implemented.

| Key questions | Answers / Notes |
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| <p>Briefly describe purpose of the service/policy including</p> <ul style="list-style-type: none"> ● How the service/policy is delivered and by whom ● If responsibility for its implementation is shared with other departments or organisations ● Intended outcomes | <p>The Highways and Active Travel teams are working to introduce active travel corridors to help increase levels of walking and cycling. This is to help encourage fewer journeys to be taken by car (for those who are able) which will help improve air quality and improve health through enabling people to participate in active travel.</p> <p>This is an updated EIA as the construction of the two schemes nears completion and they open for use by the public. The previous EIA was published in March 2022.</p> |
| <p>Provide brief details of the scope of the policy or service being reviewed, for example:</p> <ul style="list-style-type: none"> ● Is it a new service/policy or review of an existing one? ● Is it a national requirement? ● How much room for review is there? | <p>The schemes are funded from the council’s Transport Improvement Programme and the government’s Active Travel Fund, which was initially set up in May 2020 as part of the response to the pandemic.</p> <p>The government has also been directing local authorities to allocate more road space for walking and cycling through its Gear Change document, and has set a target relating to the proportion of local journeys in towns and cities that should be taken on foot and by bicycle.</p> |

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| <p>Do the aims of this policy link to or conflict with any other policies of the Council?</p> | <p>The Council's Corporate Strategy clearly identifies the overarching purpose of improving people's lives. The Strategy commits to greater use of public transport, micro mobility, walking and cycling for some journeys to improve outcomes when preparing for the future and to focus on prevention of health inequalities. The strategy also includes the commitment to achieving climate neutrality by 2030. Transport is responsible for 29% of the carbon emissions and as such needs to make radical changes if we are to reach the target.</p> <p>The aims of the project also correspond with other policies and priorities of the council, such as the Clean Air Zone, The Journey to Net Zero, Liveable Neighbourhoods and wider improvements to public transport and the highway infrastructure (walking and cycling routes).</p> <p>The proposals have some impact on these groups and steps have been taken to mitigate for these as detailed below. It is important to highlight that the current layout and use of these roads has a negative impact on different groups of people. Upper Bristol Road and Beckford Road in particular carry high volumes of motor traffic and in some sections traffic passes very close to buildings and footways. The noise and fumes from motor traffic can have a direct impact on health and the dominance of motor traffic can cause severance issues within communities and deter some people from going out. The schemes seek to rebalance the use of the roads to make them better, safer places for everyone regardless of travel choice.</p> |
| <p>Key questions</p> | <p>Data, research and information that you can refer to</p> |
| <p>What is the equalities profile of the team delivering the service/policy?</p> | <p>As the project is being delivered in its entirety by teams from within the council, the equalities profile of the team is varied and reflects the profile of the wider council.</p> |
| <p>What equalities training have staff received?</p> | <p>All staff are encouraged to attend Equalities training (this is a prerequisite for managers and senior staff). Two members of staff working on this scheme have attended Healthy Streets training. Several staff from Highways and Transport took part in training with RNIB in January 2022.</p> |
| <p>What is the equalities profile of service users?</p> | <p>The equalities profile of the users of these schemes is likely to be typical of any public highway.</p> |

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| <p>What other data do you have in terms of service users or staff? (e.g results of customer satisfaction surveys, consultation findings). Are there any gaps?</p> | <p>None – data will be collected on users if the schemes go ahead, both before implementation and after. As well as general feedback, we will undertake surveys to gauge opinions.</p> |
| <p>What engagement or consultation has been undertaken as part of this EIA and with whom? What were the results?</p> | <p>The council’s Active Travel and Accessibility Forum was consulted in December 2019 with a draft version of the proposals. Discussions have taken place with representatives of the RNIB and Bristol Disability Equality Forum. Information on the proposals were sent to Age UK, deafPlus/visionPlus and Access B&NES (Bath Access Group).</p> <p>A first stage of public consultation on the proposed schemes took place in February and March 2021. The consultation results were reported to Cabinet in June 2021 where it decided that the proposals should proceed to the Traffic Regulation Order stage of consultation, with some changes to the schemes.</p> <p>Amendments to the proposals were made and a second stage of consultation took place between 2 December 2021 and 4 January 2022.</p> <p>The following issues were raised with respect to equalities (steps that can be taken to address these are identified in section 3 below): Proposed cycle lanes remove parking which will make it difficult to drop off or pick up elderly relatives and/or disabled members of the household or those with young children. It may also be difficult for disabled residents or visitors of homes fronting the cycle lanes to park nearby;</p> <p>Proposed locations for replacement parking in Royal Victoria Park and Midland Road causing concerns with regards to personal safety;</p> <p>Proposed design of bus stops, where cycle lane in the carriageway comes up a ramp to be level with the footway, causes safety concerns particularly with regards to mobility impaired and sight impaired pedestrians.</p> |
| <p>If you are planning to undertake any consultation in the future regarding this service or policy, how will you include equalities considerations within this?</p> | <p>Consultation guidance issued by the government specific to the Active Travel Fund has been considered as part of our consultation process. Due to the first consultation taking place within the lockdown period, it was not possible to hold public exhibitions in person as we would normally do for such a scheme at that stage. However, considerable effort was made to provide information on the</p> |

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| | <p>council's web site in a form that is easily understood, letters were also sent to households and businesses directly affected and different formats of the consultation material was available upon request. The consultation was published as widely as possible.</p> <p>This approach was also used for the Traffic Regulation Order (TRO) stage of consultation. ie letters were sent to all households and businesses fronting the roads affected by the proposals, emails sent to all permit holders in the parking zones affected, emails sent to all representatives on the council's Active Travel & Accessibility Forum, posters put on affected streets, and press release/social media was undertaken, to spread awareness of the proposals and the consultation, and to ensure no groups were disadvantaged in being able to respond and give their views.</p> <p>Feedback on the web page content from the first stage of consultation in February and March identified that some people had difficulty understanding the technical drawings of the proposals. The web pages for the TRO stage of the consultation included much simpler and clearer graphics to help as many people understand the proposals as possible. Alt text was included to accompany the graphics.</p> |
| <p>Examples of what the service has done to promote equality</p> | <p>Examples of actual or potential negative or adverse impact and what steps have been or could be taken to address this</p> |
| | <p>Removal of on-street parking bays in Upper Bristol Road and Beckford Road may mean some people have to park further away from where they live. Concerns about personal safety, particularly for women, have been raised.</p> <p>Adjacent roads for most of the alternative parking have street lighting and for Upper Bristol Road, Charlotte Street car park can be used overnight</p> |

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| | <p>for Zone 6 permit holders, which has CCTV cameras and a good level of street lighting. The street lighting in Marlborough Lane is due to be upgraded. Other additional parking would be provided in a number of streets in Zone 6 which are overlooked by housing. It is acknowledged that the additional permit parking which would be provided in Midland Road is not overlooked. We are considering the installation of a CCTV camera here linked to the council's main CCTV centre. A CCTV camera will also be installed as part of a separate scheme to signalise the Upper Bristol Road/Midland Road junction, which is being developed at the moment.</p> |
| | <p>No impact based on transgender – active travel schemes benefit all.</p> |
| <p>Some disabled people who use the footways along Upper Bristol Road will benefit from the improvements to every side road junction within the extents of the scheme, which will be easier and safer to cross through the use of continuous footways, improved tactile paving and dropped crossings, and the narrowing of the Marlborough Lane junction.</p> | <p>Removal of 40 parking bays in Upper Bristol Road could have a negative impact on the ability of disabled people to park near their homes. The scheme also requires the removal of single yellow line parking restrictions which have space for approximately 23 parked vehicles. It is necessary to remove these in order to accommodate the cycle lanes, where parking cannot be permitted.</p> |

The 20mph speed limit will help reduce traffic speeds and make it a safer environment for all people.

Safe cycling infrastructure supports those with disabilities who use, or wish to use, cycling as a mode of transport on traditional or adapted cycles.

Additional parking bays in neighbouring roads have been created through the removal of existing double yellow line restrictions which provide 18 replacement spaces in the immediate area plus a further 20 in Midland Road. 14 permit bays currently shared with Pay & Display users in Marlborough Lane have also been changed to permit only bays, giving greater priority to residents for on-street parking. In addition to this, the council is ending on-street parking permits for hotels and guest houses in this part of Bath, which will free up more space for residents.

In response to the original consultation we amended the proposed design for Upper Bristol Road to include 10 parking spaces, 8 of which would be limited to 30 minutes parking between 8am and 6pm plus 2 limited to 30 minutes between 8am and 11pm. These are intended to provide space where residents can be dropped off. The short daytime time limit means there will be a regular turn-around of use which should lead to space being regularly available. Blue Badge Holders can park in these spaces without being subject to the time limit.

The amended proposal drawings included in the report to Cabinet in June 2021 had included a 30 minute disabled bay near the Hop Pole public house to address concerns raised by a resident in this section of the road who lived with a family member with mobility difficulties. Further consideration of the design raised issues this would cause cyclists in having to pull out into motor traffic to pass a vehicle in the bay. Subsequently an arrangement has been made for the particular resident to use the council allotment drop off area opposite. The resident has not confirmed as to whether this is acceptable. It should be noted that the existing parking bay opposite is frequently full and therefore in the current situation it will often not be possible to park here. The loading bay will be available to use for dropping off or picking up a passenger.

There were no disabled parking bays in either Upper Bristol Road or Beckford Road. Under the original parking controls there was no certainty of being able to park close to home. It is acknowledged that there will be a lower likelihood of being able to park as close to their home for some residents as they used to. Residents who are Blue

Badge Holders can apply to have a disabled parking bay provided in the nearest parking bay to their home, subject to meeting criteria. In the short term these would be advisory bays but would be changed to enforceable disabled bays should their use be abused.

At the time of the TRO stage consultation there were 6 Blue Badges registered to people in homes in the section of Upper Bristol Road affected by the proposals. 4 of these are properties on the north side of the road of which most have access to rear off-street parking. 1 is registered to a resident living on the south side south between the junctions with Nile St and Nelson Lane. 2 are also registered to residents living on the south side between the junctions with Nile St and Little Stanhope St, where the proposals have been amended to include a parking bay on the north side of the road.

All properties fronting Upper Bristol Road directly affected by the proposals were sent letters in February and December 2021 to advise them how to find out information about the scheme and how to submit comments.

It will still be possible for a vehicle to stop in the road to enable a passenger to get in or out in both Upper Bristol Road and Beckford Road.

People with mobility difficulties living in, visiting or going to the physiotherapist in Upper Bristol Road can currently use the parking spaces in the road that are proposed for removal. It means they would have to park further away if they drove themselves. It should be noted that these parking bays are currently well used and it is often the case that there are no spaces available, meaning that presently there is no certainty that a person with a disability or mobility difficulties can park near their destination.

Blind or partially sighted pedestrians may have difficulty using the 'continuous footways' being constructed at some of the side road junctions. Following a discussion with RNIB we will use good practice identified in a design guide from another location authority on the use of tactile paving at such junctions. There are not currently any national guidelines or standards with regards to the design of continuous

footways. Continuous footways help reinforce the Highway Code rule that drivers/riders turning into or out of a side road must give way to a person who is about to cross or already crossing that side road.

In Beckford Road, the proposals require the removal of 28 parking spaces. Most, but not all, properties in Beckford Road have off-street parking. There are 4 Blue Badges registered to residents living in Beckford Road. 3 of these are registered to addresses which have some off-street parking and 1 to a property with no off-street parking.

All properties fronting Beckford Road directly affected by the proposals were sent letters in February and December 2021 to advise them how to find out information about the scheme and how to submit comments.

Disabled people, particularly blind or partially sighted pedestrians or those with learning difficulties may have difficulty using the new bus stop designs, where people will have to cross a cycle lane between the bus stop waiting area and boarding/alighting from a bus. We have engaged with specific user groups about the designs and

have made changes based on their feedback. These changes include tactile paving between the footway and cycle lane where they are at the same level; signs and road markings for cyclists telling them to give way to pedestrians; use of red colour surface where the cycle lane is at the same level of the footway; corduroy tactile paving across cycle lane acting as a rumble strip as cyclists approach the bus stop. These features are in addition to the bus stop layouts shown in the cycle infrastructure design standards LTN 1/20 and compared to similar stops installed by other local authorities. This includes the use of corduroy tactile paving at the edge of the footway next to the cycle lane and red colour surfacing to help distinguish the cycle lane from the footway. Posters are being provided at the bus stops to make bus users aware of cyclist, but the onus is on cyclists to stop and the markings/signs for cyclists are focussed on this.

It is not currently possible to install traffic signals for cyclists to stop at bus stops when a bus is approaching because traffic signing regulations do not permit it. Barrier systems are also not permitted.

The council has been liaising with bus operators serving these stops to provide information to drivers on how they can help passengers at these stops and on First's services with information screen on board information about the new stops will be displayed. We are also liaising with the operators about verbal announcements to let passengers know about these stops when they get off. We have also produced an animation with to explain to bus users and cyclists how the new bus stops work which will be put on social media and shared with the third sector groups. Discussions have taken place with a number of user groups to help develop the animation and ensure it can be understood. The animation includes accompanying text and voiceover.

Once the bus stops have been completed and operating for several weeks, we will undertake monitoring to gather information on how they are being used by bus users, cyclists and e-scooter riders. We will also carry out a formal review of the bus stops with the RNIB once they have been in place a number of months to assess how they have been operating, if any problems for disabled bus users have arisen and if changes need to be made. We would

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| | <p>not implement any more of these bus stop designs in B&NES in addition to those proposed in Upper Bristol Road and Beckford Road until such a review has taken place.</p> <p>Boat dwellers who moor on the canal near Beckford Road have raised concerns about the removal of parking and the difficulty this would cause those who own a vehicle that they use to get to work or take children to school.</p> <p>Although the nearest unrestricted parking would be approximately 600 metres away, any house boat dweller who has a valid Blue Badge would be able to park in one of the side roads which are covered by a residents' parking zone. Blue Badge holders can park in a permit bay or street without the need for a permit. These roads are closer to the parking in Beckford Road that has been removed.</p> |
| | <p>Older people who have difficulty walking or residents with young children may be affected by the removal of on-street parking. Please see comments above in relation to Disability.</p> <p>People with small children may have difficulty using the new bus stop designs, where people will have to</p> |

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| | <p>cross a cycle lane between the bus stop waiting area and boarding/alighting from a bus. This may also be the case for elderly bus users.</p> <p>The design changes outlined above in relation to disabled users would also benefit people with small children and elderly bus users.</p> <p>The continuous footways along Beckford Road form part of some children's walking route to Bathwick St Mary's School. It is possible that younger children may not understand the new layouts, therefore road safety training will be offered to the school.</p> |
| | No impact based on race – active travel schemes benefit all. |
| | No impact based on sexual orientation – active travel schemes benefit all. |
| | No impact based on religion/beliefs – active travel schemes benefit all. |
| Cost of entry for sustainable transport such as cycling, or walking is significantly lower than motoring. High quality safe infrastructure supports more people who wish to use these modes of transport. | <p>No impact based on social-economic disadvantage – active travel schemes benefit all.</p> <p>The cost of owning a motor vehicle can be a barrier to some people and active travel routes help those who may not be able to afford a car.</p> |

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| No impact to rural communities – the scheme is in an urban area. |
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4. Bath and North East Somerset Council Equality Impact Assessment Improvement Plan

Please list actions that you plan to take as a result of this assessment. These actions should be based upon the analysis of data and engagement, any gaps in the data you have identified, and any steps you will be taking to address any negative impacts or remove barriers. The actions need to be built into your service planning framework. Actions/targets should be measurable, achievable, realistic and time framed.

| Issues identified | Actions required | Progress milestones | Officer responsible | By when |
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| EIA to be reviewed once the scheme has been constructed and completed, if decision is made to proceed. | To review the EIA. | | Paul Garrod | Within 6 months of scheme completion |
| Absence of national design guidance on continuous footways. | Staff to keep themselves up-to-date on any new guidance that comes out. | | Highways Team | Ongoing |
| Concerns over design of 'bus stop boarders' and 'floating bus stops' | (1) Review experience from other local authorities as more of these bus stops are introduced nationally. Retro fit any new national guidance or standards that can be applied to schemes that | Designs and experience from other authorities has already been taken into account with the scheme design and this will continue with regards to monitoring and evaluation. | Highways Team / Paul Garrod | (1) Ongoing |

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| | <p>have been implemented, where possible.</p> <p>(2) Review the bus stops on site with RNIB if the schemes go ahead to assess how they are working, within 6 months of scheme completion.</p> <p>(3) Provide information on the council website to explain difference between bus stop boarders and floating bus stops, and also continuous footways, to help with people's understanding of them</p> | To be arranged. | | (2) Within 6 months of scheme completion |
| Ongoing monitoring | Staff will regularly review issues raised by members of the public to identify if there are any unintended negative impacts for particular groups | Issues identified will be addressed/mitigated wherever possible. All equality issues raised will be added to the EIA. | Highways Team and Active Travel Team | Ongoing |

5. Sign off and publishing

Once you have completed this form, it needs to be 'approved' by your Divisional Director or their nominated officer. Following this sign off, send a copy to the Equalities Team (equality@bathnes.gov.uk), who will publish it on the Council's and/or NHS B&NES' website. Keep a copy for your own records.

Signed off by:

A handwritten signature in black ink, appearing to read 'Chris Major', with a stylized, cursive script.

Chris Major – Director of Place Management