

EQUALITY IMPACT ASSESSMENT AND ANALYSIS

Name of Function under consideration:	MetroWest Phase 2
Is this Function 'Major', 'Minor yet likely to have a major impact' or 'Neither'	Major
Date(s) of completing the EqIAA:	June 2013
Name and job title(s) of person(s) completing the EqIAA:	Major Schemes Project Manager

SECTION 1 – INTRODUCTORY INFORMATION

<p>1. What is the main purpose of the Function?</p> <ul style="list-style-type: none"> To support economic growth, through enhancing the transport links to the Filton Enterprise Area, North Fringe, Yate, Temple Quay Enterprise Zone and Bristol City Centre. To deliver a more resilient transport offer, providing more attractive and guaranteed (future proofed) journey times for commuters, business and residents in the area, through better utilisation of strategic heavy rail corridors from Yate and Henbury. To improve accessibility to the rail network with new and re-opened rail stations and improved service frequencies. To make a positive contribution to social well being, life opportunities and improving quality of life (along the affected corridors in particular).
<p>2. List the main activities of the Function:</p> <p>The West of England [WoE] Rail MetroWest of half-hourly local train services crossing the sub-region has long been an aspiration of the WoE authorities. It is included in the current Joint Local Transport Plan, 2011-2026. The authorities' Core Strategies all refer to the (Greater Bristol) Metro. A phased approach combining the MetroWest has emerged from the work, with two main phases:</p> <ul style="list-style-type: none"> Phase 1 – half-hourly train services for the Severn Beach line, local stations between Bristol Temple Meads, Bath Spa and the reopened Portishead line. Phase 2 – half-hourly train services to/from Yate – Weston-super-Mare plus hourly services on a reopened Henbury line (with up to two new stations), plus potentially serving new station(s) on Filton Bank.
<p>3. Who are the main beneficiaries of the Function?</p> <p>Residents and businesses with access to the new and improved services, which in South Gloucestershire would serve existing stations at Yate, Bristol Parkway and Filton Abbey Wood, plus up to two new stations adjacent to the Filton Airfield re-development area.</p>
<p>4. How is the overall success of the Function measured?</p> <p>A Benefit Cost Ratio is calculated that compares benefits (e.g. monetised journey time and accident savings) against the capital and operating costs of the scheme. The impact of the scheme is also assessed for its impact on climate change, the wider economy, equality of opportunity, quality of life, the natural environment, safety/security & health and public accounts.</p>

5. What equality monitoring systems are in place to carry out regular checks on the effects of the Function on equality groups?

With the responsible Train Operating Company, currently First Great Western, data will be collected in respect of patronage and customer satisfaction.

First Great Western has an Assisted Travel Team to aid travellers with impairments; it has an internal reporting regime, to monitor key issues and trends which may be highlighted and to make adjustments to facilities, equipment and service delivery where necessary. First Great Western is also looking at new ways of allowing customers to give us feedback on the Internet.

Through the reports provided by the First Great Western Assisted Travel Team, it monitors:

- The number, description and type of comments received;
- The number and type of assistance booked;
- The number and circumstances of assistance failures;
- The number of delay minutes attributed and applied to Performance targets;
- Information on the failure to provide the service and facilities promised in our First Great Western's Disabled People's Protection Policy.

First Great Western also acts on information provided in meetings with customer panels, disabled passenger groups, other disabled groups and organisations, rail user groups and letters and feedback from passengers, local and national politicians or other public representatives.

Source: First Great Western's 'Making Rail Accessible – Guide to Policies and Practices' (<http://www.firstgreatwestern.co.uk/Your-journey/Assisted-travel/Accessibility>).

6. What are your equality related performance indicators/measure of success for this Function?

Customer satisfaction amongst protected characteristic groups, especially 'Disability' and 'Age'.

SECTION 2 – INITIAL ASSESSMENT OF IMPACT

7.

Equality Group	Negative Impact	Positive Impact	No Impact	Unsure of Impact	Reason(s)
Women/Girls	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is expected that MetroWest Phase 2 train services using it would benefit all groups in society by providing a significant improvement in the local rail network. It would provide residents with improved access to job opportunities and would also improve access to a wider range of services; for example, education, retail, leisure and healthcare. The new infrastructure would be fully compliant with disability access requirements; trains are and would be fully accessible and passenger information systems would cater for disabled users.
Men/Boys	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Lesbians, gay men & bisexuals	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Transgender people	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
White people (including Irish people)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Asian or Asian British people	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Black or Black British people	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
People of mixed heritage	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Chinese people	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Travellers (gypsy/Roma/Irish heritage)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
People from other ethnic groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Disabled People:					
Physical impairment, e.g. mobility issues which mean using a wheelchair or crutches.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sensory impairment, e.g. blind/having a serious visual impairment, deaf/having a serious hearing impairment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mental health condition, e.g. depression or schizophrenia.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Learning disability/difficulty, e.g. Down's syndrome or dyslexia, or cognitive impairment such as autistic spectrum disorder.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Long-standing illness or health condition, e.g. cancer, HIV, diabetes, chronic heart disease or epilepsy.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other health problems or impairments.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Older People	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Children and Young People	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Faith Groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Marriage & Civil Partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

8. If you have indicated that there is a negative impact on any group, is that impact:

Legal? Yes No

Intended? Yes No

Level of impact High Low

No negative impact has been identified:

9. Could you minimise or remove any negative impact - how?

N/A

10. Could you improve a positive impact of the Function - how?

Train services and facilities must meet all requisite accessibility requirements; the project needs to ensure that these standards are met and, if possible, exceeded.

11. If there is no evidence that the Function promotes equality of opportunity or improved relations, could it be adapted so that it does - how?

N/A

12. Any other relevant notes:

None

SECTION 3 – CONSULTATION & RESEARCH IN RELATION TO THE EqlAA

13. What consultation has been conducted with groups and individuals from groups likely to be affected as well as staff, and what evidence has this provided about equalities impact?

At this project inception stage, no bespoke consultation has been undertaken, neither with equalities groups or more widely; this is consistent with The Equality Duty, as it is necessary for consultation to include sufficient reasons for and details of particular proposals to allow those consulted to give informed consideration and an intelligent response. As the project proceeds, the scheme will be subject to South Gloucestershire Council's Consultation Procedure, which specifically includes equalities groups and is the appropriate time for this action to take place.

The Rail MetroWest is specifically identified in the Joint Local Transport Plan 3 [JLTP3], which has been adopted by the four WoE authorities. As part of the production of the JLTP3, extensive consultation was undertaken and an EqlAA was conducted which was taken into consideration when finalising the document. That EqlAA is available to view here:

<http://travelplus.org.uk/media/188244/eqlaa%20-%20final%20report.pdf>

This EqlAA was produced as part of the Strategic Environmental Assessment of the JLTP3, which was subject to public consultation.

In addition, the Core Strategy, to which the scheme is inextricably linked, has been through multiple rounds of public engagement since its production began in 2007 and has been subject of ongoing EqlAA which has identified no negative impacts in relation to any protected characteristic groups. These public consultations have included exhibitions, workshops and full consultations on draft versions of the document, in accordance with statutory planning procedures. All of the consultation and engagement activities have been well promoted and advertised widely and have included the South Gloucestershire Equalities Forum. The consultation and engagement undertaken throughout the Core Strategy's production is documented in a number of reports that are available on the Council's website here:

<http://www.southglos.gov.uk/Pages/Article%20Pages/Planning%20Transport%20-%20Strategic%20Environment/Planning%20policy/Consultation-and-engagement-reports.aspx>

The Council maintains an extensive planning policy consultation database that includes a large number of stakeholder interest groups, including representative groups of disabled people, minority ethnic groups including Gypsy/Traveller groups and a full range of other communities including groups representing the South Gloucestershire Equalities Forum. This database is used to contact and inform these groups at each stage of consultation on the Core Strategy.

Public exhibitions and consultation on the South Gloucestershire Core Strategy was undertaken in 2010 and 2011. The following information provides details of those providing feedback in relation to Core Strategy engagement:

Gender		Ethnicity	
Group	Percentage	Group	Percentage
Male	48%	White British	72%
Female	31%	Any other ethnic group	10%
Prefer not to say	4%	White Irish	0%
No Response	17%	No answer	17%
	100%		100%

Age

Group	Percentage
18yrs or under	1%
19-24 yrs	0%
25-44 yrs	15%
45-64 yrs	45%
65-74 yrs	16%
75-84 yrs	2%
>85 yrs	0%
Prefer not to say	4%
No answer	17%
	100%

14. What relevant research (data, reports, expert opinion etc.) has been conducted and what evidence has this provided about equalities impact?

As stated above, the scheme is identified in the JLTP3, development of which included extensive consultation and an EqIAA (link in preceding section). Chapter 1 of the JLTP3's EqIAA sets out an analysis of the equalities-related social and economic characteristics of the West of England. This analysis informed the impact assessment, which informed the preparation of the JLTP3, which has in turn informed the prioritisation of the major transport schemes, of which Rail MetroWest Phase 2 is one.

The scheme supports the Core Strategy; the public consultation for the Core Strategy provided the opportunity for all members of the public to provide the Council with information about equalities issues. The feedback gained shows no adverse equalities issues or impacts having emerged.

The Core Strategy is a high level and strategic document. This means that many of the impacts of new development on groups such as disabled people and older people continue to be addressed as a result of specific and detailed proposals for development which the Core Strategy does not contain.

The Rail MetroWest Phase 2 infrastructure and services would be fully compliant with disability access requirements, with fully accessible vehicles and passenger information systems that cater for disabled users that would comply with the appropriate legislation and guidance, including:

- The Equality Act 2010;
- Network Rail's 'Disabled People's Protection Policy' (source: <http://www.networkrail.co.uk/asp/7617.aspx>);
- The incumbent Train Operating Company, First Great Western's 'Making Rail Accessible – Guide to Policies and Practices' (source: <http://www.firstgreatwestern.co.uk/Your-journey/Assisted-travel/Accessibility>);
- DfT, 'Inclusive Mobility - A guide to best practice on access to pedestrian and transport infrastructure', (source: <https://www.gov.uk/government/publications/inclusive-mobility>).

15. What contributions does your function/activity make towards promoting community cohesion?

One of the central purposes of this scheme is to enhance the opportunities for regeneration and sustainable growth through the better linking of areas of economic and housing expansion with the wider city and region; this has an impact on promoting community cohesion through the provision of enhanced opportunity and connectivity for all communities.

SECTION 4 – OUTCOMES

16. The evidence that has been collected under Sections 1, 2 and 3 of this form will need to feed into the decision making process regarding changes to be implemented before any final decisions are taken. There are four possible outcomes of this EqIAA – indicate which outcome below with the reasons and justification for this.

Outcome	Your response	Reason(s) and Justification
Outcome 1: No major change required.	<input checked="" type="checkbox"/>	No negative impacts have been identified in relation to any equalities groups. One of the central purposes of the scheme would be to enhance the opportunities for sustainable growth through the better linking of areas of economic and housing expansion with the cycle path network, allowing for more sustainable travel patterns between them and other areas. This would have an impact on promoting community cohesion through the provision of enhanced cycling opportunity and connectivity for all local communities.
Outcome 2: Adjustments to remove barriers or to better promote equality have been identified.	<input type="checkbox"/>	
Outcome 3: Continue despite having identified potential for adverse impact or missed opportunities to promote equality.	<input type="checkbox"/>	
Outcome 4: Stop and rethink.	<input type="checkbox"/>	

17. List the actions you will take as a result of this EqIAA.

The schemes will be subject to South Gloucestershire Council's Consultation Procedure. This will be carried out in accordance with the Council's 'Consultation Framework' (which includes 'Customer Insight' equalities guidance).

SECTION 5 – EqIAA EVIDENCE

18. List and attach the evidence you have which shows how you have systematically considered equality impact.

- JLTP3 EqIAA
- South Gloucestershire Core Strategy
- The Equality Act 2010
- The Equality Act 2010;
- Network Rail's 'Disabled People's Protection Policy' (source: <http://www.networkrail.co.uk/aspx/7617.aspx>);
- The incumbent Train Operating Company, First Great Western's 'Making Rail Accessible – Guide to Policies and Practices' (source: <http://www.firstgreatwestern.co.uk/Your-journey/Assisted-travel/Accessibility>);
- DfT, 'Inclusive Mobility - A guide to best practice on access to pedestrian and transport infrastructure', (source: <https://www.gov.uk/government/publications/inclusive-mobility>).