

Equality Impact Assessment Form

Reference –

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| Department | Place | Version no | 1 |
| Assessed by | Chris Bedford | Date created | 03/02/2020 |
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The Equality Act 2010 requires the Council to have due regard to the need to

- eliminate unlawful discrimination, harassment and victimisation;
- advance equality of opportunity between different groups; and
- foster good relations between different groups

Section 1: What is being assessed?

1.1 Name of proposal to be assessed.

Bradford Corridor Improvement Programme: A6177 Outer Ring Road, Great Horton Road/Horton Grange Road Junction.

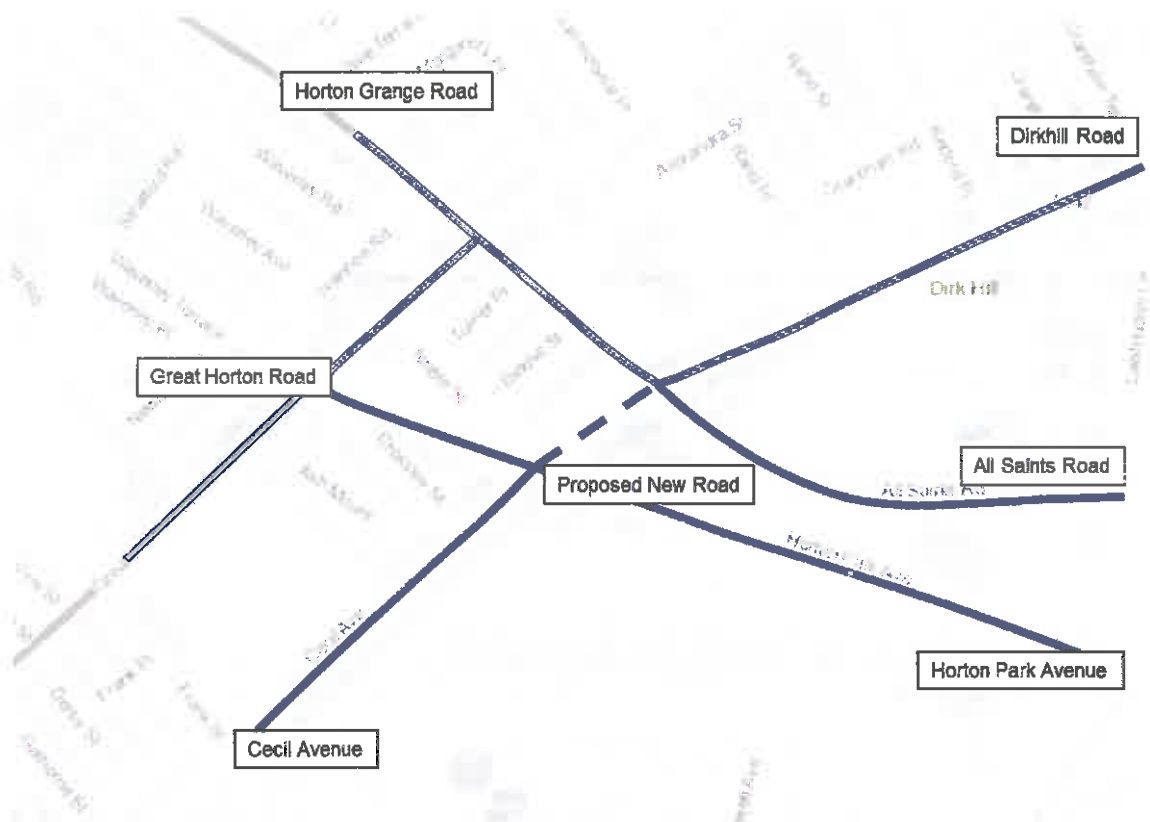
1.2 Describe the proposal under assessment and what change it would result in if implemented.

The Council is seeking to progress with a scheme to improve the operation of the junction of Great Horton Road/Horton Grange Road, in order to improve highway efficiency for the benefit of all road users. The junction forms part of the A6177 Outer Ring Road, part of the West Yorkshire Key Route Network (KRN).

The junction in its current arrangement has insufficient capacity to facilitate the number of users, and constraints prevent expanding the junction footprint to the scale needed to alleviate the problem. A scheme has been derived which looks to make a number of alternations to the network, including a new link road, signalisation and expansion of an existing junction and altering the permitted movements at the Great Horton Road/Horton Grange Road. In combination, these improvements provide additional capacity which are shown to reduce the levels of congestion.

As part of the scheme, the Great Horton Road/Horton Grange Road junction is signalised, with two lanes inbound to the junction of Great Horton Road/Horton Grange Road/All Saints Road.

It is proposed that All Saints Road is changed to a one way southbound between Great Horton Road and Turner Place. This will reduce traffic conflicts, whilst increasing capacity. The right turn from Great Horton Road into All Saints Road is prevented with right turning traffic using Horton Park Avenue. Improvements are to be made for cycling and walking facilities as part of the design.



Section 2: What the impact of the proposal is likely to be

- 2.1 Will this proposal advance equality of opportunity for people who share a protected characteristic and/or foster good relations between people who share a protected characteristic and those that do not? If yes, please explain further.

Creation of a new road will have benefits in terms of improved accessibility between Horton Park Avenue and All Saints Road. In addition, improved pedestrian crossing facilities and signalisation of the Great Horton Road/Horton Grange Road junction, and reduction of traffic and improved school access will benefit those in the age, disability and pregnancy and maternity characteristics through safer crossing opportunities. Overall, reduced journey times and improved journey time reliability will also benefit all road users.

- 2.2 Will this proposal have a positive impact and help to eliminate discrimination and harassment against, or the victimisation of people who share a protected characteristic? If yes, please explain further.

The expectation is that there will be no detrimental impact.

2.3 Will this proposal potentially have a negative or disproportionate impact on people who share a protected characteristic? If yes, please explain further.

No.

2.4 Please indicate the level of negative impact on each of the protected characteristics?

(Please indicate high (H), medium (M), low (L), no effect (N) for each)

| Protected Characteristics: | Impact (H, M, L, N) |
|-----------------------------------|--------------------------------|
| Age | N |
| Disability | N |
| Gender reassignment | N |
| Race | N |
| Religion/Belief | N |
| Pregnancy and maternity | N |
| Sexual Orientation | N |
| Sex | N |
| Marriage and civil partnership | N |
| Additional Consideration: | |
| Low income/low wage | N |

2.5 How could the disproportionate negative impacts be mitigated or eliminated?

(Note: Legislation and best practice require mitigations to be considered, but need only be put in place if it is possible.)

The expectation is that there will be no significant negative impact. On balance the impact is more likely to be positive for the majority of the protected characteristics by providing a scheme which reduces traffic congestion in the locality and provides a new road and crossing facilities.

Section 3: Dependencies from other proposals

3.1 Please consider which other services would need to know about your proposal and the impacts you have identified. Identify below which services you have consulted, and any consequent additional equality impacts that have been identified.

Within the Council the project has been developed in partnership with colleagues in Highways, Planning, Finance, Legal and Communications, alongside external consultant support. In addition, the scheme is fully funded by the West Yorkshire

Combined Authority, and scheme development has been aligned with WYCA's Assurance Framework to ensure suitability.

Section 4: What evidence you have used?

4.1 What evidence do you hold to back up this assessment?

In December 2017, the Council appointed consultant support to progress with the development of an Outline Business Case for a scheme at Great Horton Road/Horton Grange Road. This commission built on a previously approved expression of interest which the Council had submitted to WYCA.

The Outline Business Case provided an evidence base which set out the current and expected future transport problems in the area. Evidence was also provided regarding the socio-demographic characteristics of the area. Following provision of the evidence base, a multidisciplinary team from the Council and consultants undertook an optioneering exercise to determine a long list of possible options that could be implemented to alleviate traffic congestion. Thereafter, a short list of schemes were further developed and a preferred option determined. This process aligns with transport guidance.

As part of the scheme development, two phases of public engagement have been undertaken, and feedback used to further shape the design proposals. Dialogue with Highways Development Control has also shaped the proposed solution.

The development of the proposals in this way has ensured that there is support throughout the Council and stakeholders and also raises no significant equality issues.

4.2 Do you need further evidence?

Not at this stage.

Section 5: Consultation Feedback

5.1 Results from any previous consultations prior to the proposal development.

The Council has carried out a robust consultation exercise during the initial design phases of the scheme where proposals were in the very early stages. Precise details were provided as to why certain aspects of the scheme design were being considered and stakeholders, affected parties, local residents and businesses were asked for their comments.

A series of engagement activities were undertaken to gauge feedback on the proposed scheme. This has included ongoing dialogue with the Portfolio Holder and a drop in briefing for Members on 11th February 2019 at City Hall, with representation from the Council, West Yorkshire Combined Authority and AECOM.

A six week public engagement period ran from 18th February 2019 until 29th March 2019, which was publicised through leaflets, posters, information stands, social media, a dedicated scheme website and VMS signs. Information stands were

available at three community locations for the duration of the engagement period, with four community drop in sessions being held.

The engagement website enabled interested parties to register their interest in the scheme with a view to being informed as the scheme develops. In addition, questions and comments could be made online or by telephone, which were logged and responded to.

Feedback was sought through a survey; either online or paper copy (available on request or at drop in sessions). This feedback was analysed and presented in the West Bradford Junction Improvements Scheme Phase 1 Engagement Analysis Report. The outcome of the public engagement highlighted that 98% of respondents thought the level of congestion at Great Horton Road/Horton Grange Road was very high or high. When asked which three things were most important at the junction participants prioritised reducing traffic congestion, improving journey time and reliability and improving air quality.

Given the development of the scheme since the initial public engagement, a second phase of engagement was undertaken over a four week period from 8th July to 5th August 2019, referred to as Phase 2A, following the same format as the initial engagement, with two community drop in sessions being held on this occasion.

Again feedback was sought and analysed, and presented in the Phase 2A West Bradford Junctions Improvement Scheme Engagement Analysis Report.

5.2 The departmental feedback you provided on the previous consultation (as at 5.1).

All feedback has been analysed and used by the design team to ascertain the need for scheme changes.

5.3 Feedback from current consultation following the proposal development (e.g. following approval by Executive for budget consultation).

The most recent feedback has been processed and feedback from the engagement regarding school access, and additional changes to design as a result of development control discussions, has further shaped the design.

5.4 Your departmental response to the feedback on the current consultation (as at 5.3) – include any changes made to the proposal as a result of the feedback.

There are no material changes to the design which will impact on those within the protected characteristic groups, beyond the details already discussed in Section 2.

