

Equality Impact Assessment Form

Reference –

Department	Place	Version no	1
Assessed by	Chris Bedford	Date created	06/10/20
Approved by	Richard Gelder	Date approved	09/10/20
Updated by	Chris Bedford	Date updated	09/10/20
Final approval	Julian Jackson	Date signed off	12/10/20

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, Thornton Road

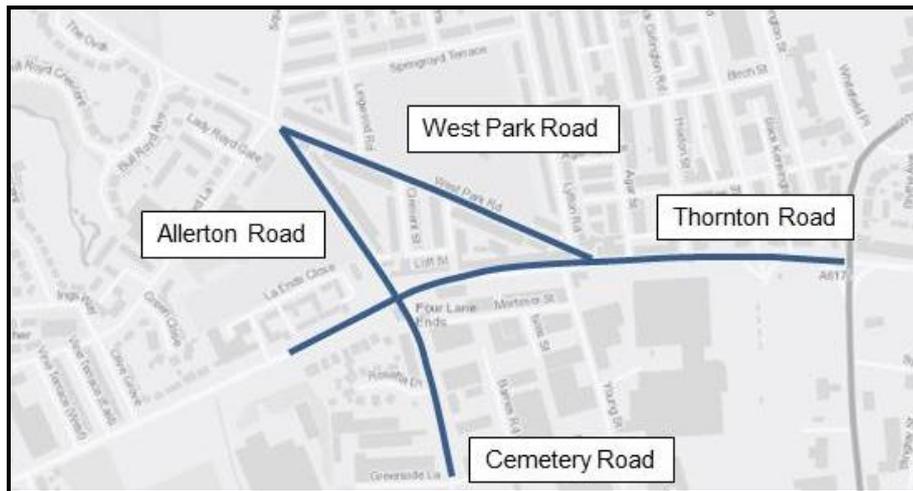
1.2 Describe the proposal under assessment and what change it would result in if implemented.

The scheme focuses on traffic improvements at the junction of Thornton Road/Cemetery Road in order to improve highway efficiency for the benefit of all road users. The scheme location focuses on bringing improvements to the A6177 Outer Ring Road, part of the West Yorkshire Key Route Network (KRN).

Improvements to the Thornton Road/Cemetery Road junction brings associated impacts through further works on this corridor, where the Thornton Road/A6177 Ingleby Road junction has been improved in recent years. The junction improvement will:

- Formalise right turn lane inbound on Thornton Road into Cemetery Road;
- Widen westbound direction on Thornton Road to have two lanes from the A6177;
- Provide a two lane approach on Allerton Road;
- Provide two lanes north on Cemetery Road approach and two lanes on Allerton Park exit; and

- Enable improvement for pedestrians and cyclists



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.**

Overall, reduced journey times and improved journey time reliability will benefit all road users across all protected characteristic groups. Improvements to footways and cycle infrastructure will have some impact on age, disability, pregnancy and maternity characteristics through improvements to infrastructure quality.

- 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 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.

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 Thornton 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 public engagement has 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 92% of respondents thought the level of congestion at Thornton Road/Cemetery 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.

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 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.