

EQUALITY ANALYSIS

This Equality Analysis considers the effect of Bury Council/ Bury CCG activity on different groups protected from discrimination under the Equality Act 2010. This is to consider if there are any unintended consequences for some groups from key changes made by a public body and their contractor partners organisations and to consider if the activity will be fully effective for all protected groups. It involves using equality information and the results of engagement with protected groups and others, to manage risk and to understand the actual or potential effect of activity, including any adverse impacts on those affected by the change under consideration.

For support with completing this Equality Analysis please contact corporate.core@bury.gov.uk / 0161 253 6592

SECTION 1 – RESPONSIBILITY AND ACCOUNTABILITY	
Refer to Equality Analysis guidance page 4	
1.1 Name of policy/ project/ decision	Bury Local Transport Strategy
1.2 Lead for policy/ project/ decision	Joanne Betts
1.3 Committee/Board signing off policy/ project/ decision	Cabinet Decision
1.4 Author of Equality Analysis	<i>Name: Natalie Blackston Role: Planning Policy Officer Contact details: n.blackston@bury.gov.uk</i>
1.5 Date EA completed	18.09.23
1.6 Quality Assurance	<i>Name: Lee Cawley Role: Equality, Diversity and Inclusion (EDI) Manager Contact details: l.cawley@bury.gov.uk Comments:</i>
1.7 Date QA completed	
1.8 Departmental recording	<i>Reference: Date:</i>
1.9 Next review date	

SECTION 2 – AIMS AND OUTCOMES OF POLICY / PROJECT	
Refer to Equality Analysis guidance page 5	
2.1 Detail of policy/ decision being sought	The Local Transport Strategy sets out how the Council will meet its ambitions to develop a genuine integrated transport network that will support a healthy, green, connected and thriving Borough.
2.2 What are the intended outcomes of this?	The Transport Strategy will support the ambitions for sustainable growth and development over the next 20 years as well as help to tackle issues around air quality, as the country moves away from polluting vehicles.

SECTION 3 – ESTABLISHING RELEVANCE TO EQUALITY & HUMAN RIGHTS

Refer to Equality Analysis guidance pages 5-8 and 11

Please outline the relevance of the activity/ policy to the Public Sector Equality Duty

General Public Sector Equality Duties	Relevance (Yes/No)	Rationale behind relevance decision
3.1 To eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by Equality Act 2010	Yes	As the proposals set out within the Transport Strategy develop, it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.
3.2 To advance equality of opportunity between people who share a protected characteristic and those who do not.	Yes	We are seeking to create a Transport Strategy that does not detract from the Council's overarching commitment to advance equality of opportunity for people protected by the Equality Act 2010 and Bury Council Inclusion Strategy 2020-2024.
3.3 To foster good relations between people who share a protected characteristic and those who do not	Yes	We are seeking to create a Transport Strategy that does not hinder the relationships with people who share protected characteristics and those who do not.
3.4 Please outline the considerations taken, including any mitigations, to ensure activity is not detrimental to the Human Rights of any individual affected by the decision being sought.		
The proposal does not have a negative implication in relation to Human Rights with reference to the FREDA principles.		

SECTION 4 – EQUALITIES DATA

Refer to Equality Analysis guidance page 8

Protected characteristic	Outcome sought	Base data	Data gaps (to include in Section 8 log)
4.1 Age	To avoid negative differential impacts in relation to any of the below protected characteristics as a result of the proposals set out within the Local Transport	A comprehensive baseline assessment was undertaken as part of the development of the Local Transport Strategy. A link to the baseline assessment can be found below: BBTS_BaselineReport_ISSUE_DRAFT_150622.pptx (sharepoint.com)	EIAs in relation to individual proposals will examine specific data as required.
4.2 Disability			
4.3 Gender			
4.4 Pregnancy or Maternity			
4.5 Race			
4.6 Religion and belief			
4.7 Sexual Orientation			
4.8 Marriage or Civil Partnership			
4.9 Gender Reassignment			
4.10 Carers			
4.11 Looked After Children and Care Leavers			

4.12 Armed Forces personnel including veterans	Strategy.		
4.13 Socio-economically vulnerable			

SECTION 5 – STAKEHOLDERS AND ENGAGEMENT		
Refer to Equality Analysis guidance page 8 and 9		
	Internal Stakeholders	External Stakeholders
5.1 Identify stakeholders	Members and Officers	Key partners and Bury residents
5.2 Engagement undertaken	<p>Throughout the preparation of the Local Transport Strategy, regular updates were provided to the Strategic Transport Group which includes both Members and Senior Officers. Feedback from these meetings have helped shape the final Strategy.</p> <p>During the Consultation period, Officers were also available to discuss the draft Transport Strategy with Members before full Council (May) and an online drop-in event was also held for Members.</p> <p>Officers also attended a Directors' meeting to discuss the consultation and several internal communications were sent out.</p>	<p>Consultation on the draft Strategy commenced on 24th March 2023 and closed 14 weeks later, on 30th June 2023.</p> <p>Several approaches were used to raise the profile of the consultation process and to maximise engagement with residents and external stakeholders including:</p> <p>A specific draft Bury Local Transport Strategy consultation page on the Council's website which included full and summary versions of the draft Strategy, frequently asked questions and a link to a questionnaire survey which was hosted on One Community, the council's engagement and consultation portal.</p> <p>Face to face engagement drop in events were also held in June, one in each Township.</p> <p>Officers also attended a number of stakeholder engagement events including the Bury Older People's Network Forum (7th June) and a young person's Circles of Influence event organised by Bury Youth Cabinet (6th July).</p> <p>Hard copies of the documents were placed in libraries, the Tourist Information Centre and Clarence Park café.</p> <p>Discussions were held with health sector organisations including the Northern Care Alliance and Bury Care Organisation (BCO). Officers also</p>

		<p>attended the Bury Care Organisation (BCO).</p> <p>Discussions are ongoing with key partner organisations including Transport for Greater Manchester and Bury Care Organisation and will continue as implementation of an adopted strategy progresses.</p> <p>Press releases and social media and distribution of weblinks to community contacts and stakeholders.</p> <p>A link to the Consultation Statement can be found below: Bury Local Transport Strategy Consultation Statement (Final Version Aug 23).docx (sharepoint.com)</p>
5.3 Outcomes of engagement	Strategic Transport Group Members have been heavily involved in the production of the Local Transport Strategy and have helped shape the content of the final Strategy.	<p>Following detailed analysis and full consideration of all the responses received as part of the consultation exercise, amendments to the draft Strategy have been made where necessary.</p> <p>A link to the list of proposed changes can be found below: Appendix 2 Schedule of Bury Local Transport Strategy Changes.docx (sharepoint.com)</p>
5.4 Outstanding actions following engagement (include in Section 8 log)	To continue involving the Strategic Transport Group as the proposals in the Transport Strategy come forward.	This consultation exercise was designed to seek feedback on a high-level Strategy. There will be further consultation carried out with residents and stakeholders on individual projects, such as the active travel proposals for Ramsbottom, Bury and Radcliffe, as funding is secured, and high-level concepts are developed into more detailed schemes.

SECTION 6 – CONCLUSION OF IMPACT

Refer to Equality Analysis guidance page 9

Please outline whether the activity/ policy has a positive or negative effect on any groups of people with protected inclusion characteristics

Protected Characteristic	Positive/ Neutral Negative/	Impact (include reference to data/ engagement)
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6.1 Age	Positive	<p>The Bury Local Transport Strategy recognises that different age groups have different travel needs, which directly impact on how and when they choose to travel. Young people rely very much on public transport and many older people may not be able to drive because health conditions related to their age or find the cost of running a car prohibitive.</p> <p>In principle, the more integrated, accessible and comprehensive Bury’s transport networks become, the better they will cater for the diverse travel needs of a wide range of age groups and user types, resulting in a broadly positive outcome overall.</p> <p>Both younger and older people are more at risk of being involved in a road traffic collision and suffer greater consequential effects – initiatives that contribute to road safety, especially of active modes, will have a beneficial impact on these sections of the population.</p> <p>Air pollution affects everyone, but certain age groups are more likely to be adversely affected by poor air quality (e.g. the very old or the very young) so the proposals set out in the Transport Strategy are expected to have a positive impact on these groups in this regard.</p> <p>Proposals that are specifically designed to promote and increase levels walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury’s residents. These proposals support the Bury Moving, the Physical Activity Strategy for Bury has a vision to <i>increase the number of people (of all ages) walking, cycling and moving more in Bury</i>, which contributes towards the Bury Moving Vision of getting 75% of the Bury population moving more by 2025.</p> <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.2 Disability	Positive	<p>The Bury Local Transport Strategy recognises that disabled persons have differing travel needs, which directly impact on how and when they choose to travel. Disabled people travel more frequently by bus than others, so public transport plays a vital role in ensuring that they can participate in community life and avoid social exclusion. They also may be affected to a greater extent by issues of reliability of public transport, modal integration (or lack thereof) and interchange and by issues such as overcrowding/ space availability.</p> <p>In principle, the more integrated, accessible and</p>

		<p>comprehensive Bury's transport networks become, the better they will cater for the diverse travel needs of a wide range of disabilities and user types, resulting in a broadly positive outcome overall.</p> <p>Proposals to restrict parking and access by private car may be of concern to people with particular mobility issues. This will be specifically considered as part of focused equality assessments undertaken as part of individual scheme development processes.</p> <p>Poor air quality is likely to impact on people with disabilities, particularly those with respiratory problems. Proposals outlined in the Transport Strategy aim to improve air quality in the Borough, which will positively impact those with long-term health issues.</p> <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.3 Gender	Positive	<p>The Bury Local Transport Strategy recognises that different genders have differing travel needs, which directly impact on how and when they choose to travel. For example, encouraging modal shift towards active travel and public transport may increase the number of people circulating within the public realm and at transport interchanges which may act to improve public safety, particularly for women and girls wishing to use the transport network at different times of the day.</p> <p>In principle, the more integrated, accessible and comprehensive Bury's transport networks become, the better they will cater for the diverse travel needs of a wide range of user types, resulting in a broadly positive outcome overall. Any proposals designed to promote and increase levels of walking, wheeling and cycling will help reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.4 Pregnancy or Maternity	Positive	<p>Poor air quality is likely to impact on pregnant women. However, the core focus of the Local Transport Strategy is to prioritise increased modal share of sustainable modes of transport, including public transport, walking, wheeling, and cycling, to deliver a variety of benefits including improved environmental conditions (improved air quality, reduced transport-related ambient noise etc.), improved public health (as a result of increased physical activity and reduced transport-related pollution) this is likely to have a positive impact on pregnant women.</p> <p>This strategic screening exercise has not identified any adverse</p>

		impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.
6.5 Race	Positive	<p>No specific adverse impacts have been identified for this protected characteristic.</p> <p>However, proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.6 Religion and belief	Positive	<p>The Bury Local Transport Strategy recognises that people of different beliefs and religious affiliations can have differing travel needs, which directly impact on how and when they choose to travel.</p> <p>In principle, the more integrated, accessible and comprehensive Bury's transport networks become, the better they will cater for the diverse travel needs of a wide range of user types, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.7 Sexual Orientation	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.8 Marriage or Civil Partnership	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport</p>

		<p>network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.9 Gender Reassignment	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.10 Carers	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.11 Looked After Children and Care Leavers	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and</p>

		delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.
6.12 Armed Forces personnel including veterans	Positive	No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall. Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents. It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.
6.13 Socio-economically vulnerable	Positive	In principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall. A potential beneficial impact for this protected characteristic could be improved access to services, including social opportunities and health services offered in our Town Centres. This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.
6.14 Overall impact - What will the likely overall effect of your activity be on equality, including consideration on intersectionality?		There should be no negative impact on any groups of people with protected inclusion characteristics, however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

SECTION 7 – ACTION LOG			
Refer to Equality Analysis guidance page 10			
Action Identified	Lead	Due Date	Comments and Sign off (when complete)
7.1 Actions to address gaps identified in section 4			
To continue to review transport data to fill in any data gaps identified.	Joanne Betts/ Natalie Blackston	Ongoing	
7.2 Actions to address gaps identified in section 5			
To continue to engage with internal stakeholders.	Joanne Betts/ Natalie Blackston	Ongoing	
To continue to engage with	Joanne	Ongoing	

external stakeholders and the public.	Betts/ Natalie Blackston		
7.3 Mitigations to address negative impacts identified in section 6			
Further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.	Joanne Betts/ Natalie Blackston	Ongoing	
Individual consultations will be conducted as and when required linked to specific proposals. Consultations will be share widely to ensure meaningful engagement.	Joanne Betts/ Natalie Blackston	Ongoing	
7.4 Opportunities to further inclusion (equality, diversity, and human rights) including to advance opportunities and engagements across protected characteristics			

SECTION 8 - REVIEW

Refer to Equality Analysis guidance page 10

Review Milestone	Lead	Due Date	Comments (and sign off when complete)
Annual Progress Report	JB/NB	October 2024	

Please make sure that every section of the Equality Analysis has been fully completed. The author of the EA should then seek Quality Assurance sign off and departmental recording.

SECTION 9 – QUALITY ASSURANCE

Refer to Equality Analysis guidance page x

Consideration	Yes/ No	Rationale and details of further actions required
Have all section been completed fully?	Y	
Has the duty to eliminate unlawful discrimination, harassment, victimization and other conducted prohibited by the PSED and Equalities Act been considered and acted upon?	Y	
Has the duty to advance equality of opportunity between people who share a protected characteristic and those who do not been considered and acted	Y	

upon		
Has the duty to foster good relations between people who share a protected characteristic and those who do not, been consider and acted upon	Y	
Has the action log fully detailed any required activity to address gaps in data, insight and/or engagement in relation to inclusion impact?	Y	
Have clear and robust reviewing arrangements been set out?	Y	
Are there any further comments to be made in relation to this EA	Y	