

Fairness and Equalities Impact Assessment (FEIA)

Version 3.6 May 2017

The purpose of this assessment is to provide balanced information to support decision making and to promote better ways of working in line with equalities (Equalities Act 2010), Welsh language promotion (The Welsh Language (Wales) Measure 2011), sustainable development (Wellbeing of Future Generations (Wales) Act 2015), and the four parameters of debate about fairness identified by the Newport Fairness Commission (NFC Full Report to Council 2013).

Completed by: Leah Young **Role:** Active Travel Project Officer

Head of Service: Paul Jones **Date:** 12/02/2020

I confirm that the above Head of Service has agreed the content of this assessment

Yes / No

When you complete this FEIA, it is your responsibility to submit it to
impact.assessments@newport.gov.uk

1. Name and description of the policy / proposal being assessed. Outline the policy's purpose.

The proposed development is for a footbridge connecting Queensway to the south east and Devon Place to the north east of the footbridge. The proposed footbridge consists of a main span crossing the railway, a curved ramp and stairs located on the paved area between Queensway and the railway station and a ramp that will run parallel to Devon Place to take the footway down to the street level. It is anticipated that cyclists will be able to wheel their bicycles over the footbridge using the ramps on either side of the railway.

2. Outline how you have/will consult with stakeholders who will be affected by the policy/proposal.

Through the consultation processes linked to the formation of the Existing Route Map and also the Integrated Network Map NCC have collaborated with local users and will continue to do so through continual update of the Active Travel maps. Liaison with groups including Sustrans, Newport Access Group, Network Rail, NCC and the Public Service Board has confirmed issues of public safety. Further consultation on this proposal has gone out through a revision to the INM in 2018 and also via the planning application process. In the initial feasibility stages of this project we have collaborated with Network Rail and Arup and this will continue through the project lifespan for implementation and for the ongoing maintenance of the structures.

3. What information/evidence do you have on stakeholders? e.g. views, needs, service usage etc. Please include all the evidence you consider relevant.

All members of the public have been given the opportunity to input through a number of information gathering events, workshops and consultations held over the past four years. These include the initial cycling/walking workshops in 2013, the ERM consultation in 2015, the INM information gathering workshops in 2016 and the INM formal consultation in 2017. The WG requires regular reviews of the network and to re-publish the INM every three years at a minimum. This will ensure that the project is continually reviewed.

4. Equalities and Welsh language impact

Protected characteristic	Impact:			Provide further details about the nature of the impact in the section below. Does it: 1. Promote equal opportunity 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation?
	Positive	Negative	Neither	
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No Impact
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>It is anticipated that this proposal will have a positive impact against this characteristic.</p> <p>The current route is currently served by a subway, however it is not compliant with the Disability Discrimination Act 1995. There is currently a stepped ramp that carries the route into the subway below the tracks and the route is also a well-known hotspot for anti-social behaviour. As a result, the current route does not cater for those with mobility issues.</p> <p>The new footbridge will provide wide ramp access at gradients which are not just compliant with Disability Discrimination Act regulations, but at a slope which is more user friendly for those in wheelchairs or with reduced mobility and therefore be a positive impact for both wheelchair users and those with reduced mobility.</p>
Gender reassignment/transgender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impact
Marriage or civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impact

Protected characteristic	Impact:			Provide further details about the nature of the impact in the section below. Does it: 1. Promote equal opportunity 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation?
	Positive	Negative	Neither	
Pregnancy or maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impact
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impact
Religion or Belief or non-belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impact
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impact
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impact
Welsh Language	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This proposal will update signage that pre-dated the imposition of the authority's Welsh language standards. As such all replacement signage will be provided bilingually (Welsh first).

5 How has your proposal embedded and prioritised the sustainable development principle in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? Describe how.
<div data-bbox="233 763 368 927" data-label="Image"> </div> <p data-bbox="256 904 347 927">Long Term</p> <p data-bbox="145 949 427 1055">Balancing short term need with long term needs</p>	<p data-bbox="459 432 1398 712">The subway route is a Public Right of Way running under the Great Western Railway. It has been audited as suitable for active travel journeys however the condition of the route is not suitable for all user groups and not considered by some, as a safe, viable commuter option. The subway route is a total of 150m in length with the underground section over 100m long. The route also has a dog leg on the northern side. Should this scheme not proceed, those not using this subway route will continue to have two options to walk and cycle around the railway corridor.</p> <p data-bbox="459 719 1398 925">The shorter option is to use the pedestrian overbridge at the end of Mill Street which leads across the Usk Way to the subway adjacent to the Castle. The route is approx. 780m in length, segregated for pedestrians only however is isolated and has long sections without egress apart from onto the main carriageway of the road. It is not overlooked and uses three short subways to reach the destination all of which are known for antisocial behaviour.</p> <p data-bbox="459 969 1398 1137">The second option is to walk the length of Devon Place and use the Bridge Street road bridge to reach the station. This route is 890m long and although on a main thoroughfare is only overlooked in part and many of these buildings are office accommodation. At night these roads do not have a great deal of pedestrian or vehicular traffic.</p> <p data-bbox="459 1182 1398 1350">Accurate traffic counter data has been gathered through manual counts that have been undertaken in advance of the works. This will enable the Authority to measure increased use following improvement. If no action is taken, we do not expect to see fewer people using the route, which will simply add to traffic congestion and detrimental air quality in this area of the city.</p>

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? Describe how.
 <p>Working together to deliver objectives</p>	<p>This is a strategic scheme within the broader initiatives of the Local Transport Plan. The Local Transport Plan supports all initiatives to increase the linkage and usage of transport interchanges as this brings together a variety of initiatives and policies that have been developed over the last decade. These initiatives as stated in the LTP include:</p> <ul style="list-style-type: none"> • Regional Rail Strategy • Bus and Community Transport Regional Network Strategy • Regional Bus Infrastructure and Corridor Investment Strategy • Bus/Rail Integration Study • Interchange Audit, Interchange Walking, Cycling and Signage Audit • Sustainable Tourism Study <p>In October 2013, the Metro Impact Study¹ presented a vision of a dynamic, connected, and liveable city region. Delivery of the Metro Programme, would mean that the Cardiff Capital Region could secure economic benefits, greater social equality and sustainable development. The study estimated that, with investment, the region could benefit from 7,000 more jobs and £8bn into its economy and would be symbolic of the transformation of the Capital Region enabling it to raise its international profile and compete more effectively on the world stage.</p>
 <p>Involving those with an interest and seeking their views</p>	<p>All members of the public have been given the opportunity to input through a number of information gathering events, workshops and consultations held over the past four years. These include the initial cycling/walking workshops in 2013, the ERM consultation in 2015, the INM information gathering workshops in 2016 and the INM formal consultation in 2017. The WG requires regular reviews of the network and to re-publish the INM every three years at a minimum. This will ensure that the project is continually reviewed.</p>
 <p>Putting resources into preventing problems occurring or getting worse</p>	<p>This is a strategic scheme within the broader initiatives of the Local Transport Plan. The Local Transport Plan supports all initiatives to increase the linkage and usage of transport interchanges as this brings together a variety of initiatives and policies that have been developed over the last decade. These initiatives as stated in the LTP include:</p> <ul style="list-style-type: none"> • Regional Rail Strategy • Bus and Community Transport Regional Network Strategy • Regional Bus Infrastructure and Corridor Investment Strategy • Bus/Rail Integration Study • Interchange Audit, Interchange Walking, Cycling and Signage Audit • Sustainable Tourism Study <p>In October 2013, the Metro Impact Study¹ presented a vision of a dynamic, connected, and liveable city region. Delivery of the Metro Programme, would mean that the Cardiff Capital Region could secure economic benefits, greater social equality and sustainable development. The study estimated that, with investment, the region could benefit from 7,000 more jobs and £8bn into its economy and would be symbolic of the transformation of the Capital Region enabling it to raise its international profile and compete more effectively on the world stage.</p>



Considering impact on all wellbeing goals together and on other bodies

A prosperous Wales

This scheme complies with the goals and objectives of the Wellbeing of Future Generations Act, as sustainable travel is one of the best ways to provide affordable access to employment sites. Public transport where reliable and efficient is a viable, cost effective alternative to private car use. Where off road AT provision and connectivity is developed and constructed, this access will provide the choice of a cheap and safe option for people to use. It will address inequality, particularly in central Newport where there is medium to low car ownership. As is within a City Region it will therefore contribute to and support economic growth.

The scheme will combat climate change as described previously and offer a low carbon alternative to car journeys within the city centre of Newport.

The economic benefits will be felt in a number of ways. The direct link from public transport to business premises and residential areas in the city centre will benefit Newport City overall. Those people using the public transportation system and active travel routes as a regular route to and from the city centre will benefit from low cost season tickets and less maintenance on private cars. As the route receives greater publicity and recognition, the number of people using the route will increase. Linking to other sustainable transport modes will improve journey times and travel costs.

A resilient Wales

Improvements to noise and air quality will be measurable if greater numbers of people commute in and out of the city using sustainable travel. Through the design place making proposals for the public realm the scheme will incorporate 'rainwater catchment areas as part of the Green Infrastructure and SUDS design. This will be particularly beneficial to Queensway which is noted as a flood water collection point, so the effect on watercourses would be very positive.

Scheme provides improved journey times through a range of AT options to the city centre and through sustainable travel to other destinations. The direct nature of the route across the railway will encourage more people to take a short easy route to the city centre, avoiding traffic queues, parking charges and journey time delays to benefit people directly on their travel costs.

Further, additional time and direct access to shopping areas will increase foot fall throughout the city centre and have a positive impact on the retail areas.

A healthier Wales

This investment will completely support active and sustainable travel carried out by route users by bicycle and walking. The long term effect of a healthier travel option will be improved health for both individuals and communities as a whole due to increased activity and improvement in air quality.

A more equal Wales

The investment will mainly benefit those living within the urban settlement area. The community wants the choice of sustainable travel and the

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? Describe how.
	<p>development of this route will lead to sustainable travel options and equal access to enable people to contribute to building a sustainable community.</p> <p>A Wales of more cohesive communities A key to sustainable routes is the development of a network that will benefit both visitors and the local communities' safe connections between the community and the City Centre, connecting to the infrastructure already in place and proposed network routes. Deliver an alternative transportation route to destinations for learning, shopping, work and other facilities without significant environmental impact. Assists in delivering a Sustainable City mode which will help future proof Newport as a city for the 21st century.</p> <p>A Wales of vibrant culture and thriving Welsh Language The cultural impact of this route development will be to support both access for all and a modal shift to using sustainable travel as a viable means of everyday and occasional transportation. The route removes a barrier to Active Travel that improves safety. The impacts on Welsh language is that the implementation of the scheme will enable the signage to comply with Welsh language standards.</p> <p>A globally responsible Wales Newport is in the Capital Region and the Capital Region is committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens. Newport has seen some recent activity in terms of business relocation to the areas around the mainline train station. With improvements to the mainline including the Metro and electrification, Newport will be reached from London in 1 hour 35 minutes becoming even more attractive as a viable business location. Benefits of this scheme will be the direct connection to the commercial areas including the ICC Wales with a reduction in vehicular movements from this area to the City Centre and rail networks. This reduction in vehicular movement will have a direct impact on the noise, air quality, greenhouse gases and water environment within the city.</p> <p>The investment will mainly benefit those living within the urban settlement area. The community wants the choice of routes and are frustrated that they are not suitable for all users. In association with initiatives such as the Road Safety work and in particular cycling proficiency, the development of this route will enable young people to practice those skills and help to reinforce the message that they can directly contribute to building a sustainable community.</p>

6 Will the proposal/policy have a disproportionate impact on a specific geographical area of Newport?

Whilst construction is ongoing there will be disruption to pedestrians using the Devon Place and Queensway route. However once construction is complete there will be improvements to both the Queensway and Devon Place access for walkers, cyclist, wheelchairs and pushchairs.

7 How does the proposal/policy relate to the parameters of debate about Fairness identified by the Newport Fairness Commission

This will improve usability as there will be ramps as well as stairs for use by pedestrians, cyclists, wheelchairs and pushchairs.

8. Equality Impacts and Actions

Please complete the below action plan which sets out steps that will/will not be taken in order to mitigate any negative impacts that your assessment has identified.

Impact identified	Who does it affect?	What will you do to mitigate the impact? If you plan to take no action, please justify your rationale	Who is responsible?
1			
2			
3			
4			
5			
6			
7			

9. Monitoring, evaluating and reviewing

There is not a specific plan, in 2017 we set Active Travel up as a local measure within the NCC City Service Plan. The measure is to increase Active Travel across the city. The counter data we have been collecting is being inputted quarterly and uploaded to the public facing MI Hub. This is showing a definite upward trend in usage of the routes. Through this year's allocation under core route enhancement the Authority has commissioned a publicity exercise through the events team which will record all the works completed to date and provide footage which can be used on the web site. In addition Active Travel will feature prominently in the NCC service plan annual report for 2019/20.

10. Involvement

There is no specific stakeholder plan however, there are records of all stakeholder meetings and engagement throughout the development and design process. All members of the public have been given the opportunity to input through a number of information gathering events, workshops and consultations held over the past five-eight years. These include the initial cycling/walking workshops in 2013, the ERM consultation in 2015, the INM information gathering workshops in 2016 and the INM formal consultation in 2017. Public consultation has come forward through the planning application process in 2018 and 2019.

11. Summary of Impact (for inclusion in any report)

Equality Act 2010 Welsh and Welsh Language

Equality and the medium of Welsh Language are promoted through the proposed application.

Wellbeing of Future Generations (Wales) Act 2015

This scheme complies with the goals and objectives of the Wellbeing of Future Generations Act, as sustainable travel is one of the best ways to provide affordable access to employment sites. Public transport where reliable and efficient is a viable, cost effective alternative to private car use. Where off road AT provision and connectivity is developed and constructed, this access will provide the choice of a cheap and safe option for people to use. It will address inequality, particularly in central Newport where there is medium to low car ownership. As is within a City Region it will therefore contribute to and support economic growth.

Parameters of Fairness

Improving this route will provide safe and inclusive access directly to the city centre from the Allt-yr-yn ward, linking to the main transportation hubs and to major employments sites and commerce. The current route which is a public right of way is identified on the ERM, however, due to increases in antisocial behaviour including serious assaults, people are taking the longer routes around Bridge Street in preference to this underground route, particularly after dark. This work will increase the availability and the use of the route at all times of day and the year for all members of the community and provide a safe viable option to travel back and forth to the city centre without using the car.

