



**Equality Impact Assessment  
Corporate Assessment Template**

**Policy/Strategy/Project/Procedure/Service/Function Title: Transport White Paper**

**New/Existing/Updating/Amending: New**

**Who is responsible for developing and implementing the  
Policy/Strategy/Project/Procedure/Service/Function?**

Name: Paul Carter

Job Title: Operational Manager

Service Team:

Service Area: Planning, Transport and  
Environment

Assessment Date: October 2019

**1. What are the objectives of the Policy/Strategy/Project/ Procedure/  
Service/Function?**

1. In 2018, the Transport and Clean Air Green Paper recognised the central importance of transport in creating a city which is healthier and stronger for future generations. The extensive consultation and engagement on the Green Paper shows clearly how much our transport system impacts on the daily lives of people across the city and how important it is that we tackle the long standing problems with the city's network.
2. The Draft Transport White Paper builds on the work of the Green Paper to set out our priorities for ensuring Cardiff is a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. The White Paper sets out a vision for transport in the city which would see car use continuing to fall and ambitious modal split targets achieved through investment in transformative transport projects.
3. The Draft Transport White Paper builds on the work of the Green Paper to set out our priorities for ensuring Cardiff is a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way. The White Paper sets out a vision for transport in the city which would see car use continuing to fall and ambitious modal split targets achieved through investment in transformative transport projects.
4. The White Paper outlines four major priorities for the city:
  - A Cardiff Crossrail Tram line which would connect the city's newest communities (e.g. Plasdwr) as well as providing links to the city centre and key business developments for some of the city's most deprived communities (e.g. Splott, Tremorfa). The

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line could also extend beyond Cardiff's boundaries, connecting the city with the wider region, for example, new housing developments in Rhondda Cynon Taff.

- The Cardiff Circle Line would connect the Coryton Line to the Taff Vale Line, north of Radyr. This would provide new park and ride opportunities from J32 of the M4 and allow for more frequent services on the Coryton and City lines.
- Rapid Bus Transport which will provide cleaner, greener vehicles, travelling on dedicated bus corridors with smart network management giving buses priority. New park and ride facilities will connect the city with the wider region.
- Active Travel, to enable more people to walk and cycle for more journeys, making our city safer, cleaner and quieter. Investment in five fully segregated cycleways and a network of supporting routes as well as interventions to provide high quality facilities for walking will help to deliver the ambitious target for active travel set out in the policy.

5. In addition to the four key priorities, the White Paper outlines a number of other actions which will help to deliver the scale of change required. For example, working closely with Welsh Government and Transport for Wales on the delivery of the Metro – including new and better stations – and fully integrated ticketing; delivering lower speeds where people live through the continuing commitment to 20mph limits; developing a 'Healthy Streets' programme to support active travel and play in our local communities; tackling dangerous and inconsiderate driving and parking behaviour around our schools, and supporting the move towards cleaner vehicles and managing traffic on our road network through facilitating charging infrastructure for electric vehicles, developing the car club offer in the city and using the latest technology to provide a new, up to date, Real Time Information system.

- 2. Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]**

The Transport White Paper is a high level strategy document which has been developed from a number of other technical documents, studies, plans etc. For example, it has been directly informed by the results of the Clean Air and Transport Green Paper consultation, which ran from 26th March to the 1st July 2018, generated over 3500 individual responses as well as a number of collective responses from

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organisations. Technical work is underway on many of the projects which have been included in the White Paper (e.g. the North West Cardiff corridor, A470 Smart Corridor, City Centre projects). The White Paper uses data from a number of sources (for example, Inrix congestion data, Census, Public Health Wales air quality data). It also references projects which are being delivered by other stakeholders, such as Transport for Wales and surrounding regional authorities.

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation.

### 3 Assess Impact on the Protected Characteristics

#### 3.1 Age

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative/]** on younger/older people?

	Yes	No	N/A
Up to 18 years	Y		
18 - 65 years	Y		
Over 65 years	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The White Paper has the potential to facilitate positive impacts by ensuring Cardiff is a well-connected city where everyone can easily, reliably and safely get to where they need to go in the greenest, healthiest and most affordable way by providing physical improvements to the transport network (e.g. cycleways for all age and ability cycling), better services (e.g. bus/train) and information which is more easily accessible and understandable. This may particularly benefit older and younger people who often have fewer choices of and/or less access to transport options, for example, through providing accessible public transport services (e.g. step-free access) and enhanced active travel facilities (e.g. for all age and ability cycling, improved pavement surfaces and crossings). Similarly, reducing traffic speeds in local communities through 20mph limits may also be beneficial for older and younger people in terms of casualty prevention.

**What action(s) can you take to address the differential impact?**

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as

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appropriate.

### 3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment	Y		
Physical Impairment	Y		
Visual Impairment	Y		
Learning Disability	Y		
Long-Standing Illness or Health Condition	Y		
Mental Health	Y		
Substance Misuse	Y		
Other	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The White Paper has the potential to facilitate positive impacts as outlined above. This may particularly benefit people with disabilities who may experience more barriers, have fewer choices of and/or less access to transport options. The provision of accessible public transport services (e.g. step-free access to buses, trains and trams, ensuring stations/bus stops are accessible) may have a significant positive impact. Similarly, providing cycling infrastructure suitable for all ages and abilities and improving pedestrian facilities (e.g. crossings, pavements, dropped kerbs) will facilitate opportunities for active travel for people with disabilities.

**What action(s) can you take to address the differential impact?**

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

### 3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

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	Yes	No	N/A
<b>Transgender People</b> (People who are proposing to undergo, are undergoing, or have undergone a process [or part of a process] to reassign their sex by changing physiological or other attributes of sex)	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The White Paper has the potential to facilitate positive impacts as outlined above. Personal safety and security, together with vulnerability to hate crimes are well documented concerns of individuals from transgender groups. The White Paper offers an opportunity to address these concerns, for example, through appropriate design such as improved passive surveillance through the location of bus stops, for example, and street lighting.

**What action(s) can you take to address the differential impact?**

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

### 3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage			Y
Civil Partnership			Y

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The White Paper has the potential to facilitate positive impacts as outlined above, but possibly not specifically relating to marriage and civil partnership.

**What action(s) can you take to address the differential impact?**

Detailed, scheme based EIAs will be developed for each of the individual schemes from

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the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

**3.5 Pregnancy and Maternity**

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy	Y		
Maternity	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The White Paper has the potential to facilitate positive impacts as outlined above. Women who are pregnant and/or who are travelling with children have particular accessibility needs, furthermore there are additional needs of young children. Additionally, evidence indicates that a higher proportion of women are the parents/guardians/ carers with primary/main responsibility for the school run, for example, the UK National Travel Survey 2014 found that more trips to school are made by women than men, with the highest number of trips being made by women aged 30 - 49. This may impact on journey choice and also has journey time implications. Improving active travel facilities (e.g. better pavement surfaces, dropped kerbs and crossing facilities) may facilitate active travel journeys for parents of young children.

**What action(s) can you take to address the differential impact?**

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

**3.6 Race**

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White	Y		

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Mixed / Multiple Ethnic Groups	Y		
Asian / Asian British	Y		
Black / African / Caribbean / Black British	Y		
Other Ethnic Groups	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The White Paper has the potential to facilitate positive impacts as outlined above. However, promoting active and healthy travel may have a positive impact on all groups but as evidence suggests that black and minority ethnic groups cycle less it may provide a positive differential impact for these groups in particular. For example, the 2017 Bike Life Cardiff report indicates that 12% of bike riders are from black and minority ethnic groups, down from 16% in 2015. Whilst this is broadly in line with the percentage of Cardiff's population from a non-white background, 16.7% (Stats Wales 2018), low levels of participation in cycling by black and minority ethnic groups is widely reported elsewhere. For example, a TfL study suggests that less than 7% of all cyclists are BMEs (TfL 2011 What are the barriers to cycling amongst ethnic minority groups and people from deprived backgrounds?). Participation in physical activity more widely is also often lower in black and minority ethnic groups, so an intervention which increases opportunities for active and healthy travel may again particularly benefit these groups.

**What action(s) can you take to address the differential impact?**

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

### 3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist	Y		
Christian	Y		
Hindu	Y		
Humanist	Y		
Jewish	Y		
Muslim	Y		
Sikh	Y		

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Other	Y		
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**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The White Paper has the potential to facilitate positive impacts as outlined above. Improving accessibility within communities more widely may also make it easier to access places of worship and faith-based facilities, enhancing community cohesion.

**What action(s) can you take to address the differential impact?**

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

**3.8 Sex**

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men	Y		
Women	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The White Paper has the potential to facilitate positive impacts as outlined above.

As outlined above (Pregnancy and Maternity), a higher proportion of women are the parents/guardians/carers with primary/main responsibility for the school run and therefore improvements to journeys to school will have a particular benefit for them.

In addition, there is a significant body of evidence (e.g. Sport Wales, British Heart Foundation) which illustrates the long term trend of girls and women having lower levels of participation in sport and physical activity. For example, across Wales, 59% of boys and 42% of girls aged 4 to 15 years were active for at least one hour per day in five or more days (BHF 2015).

In relation to cycling specifically, the Bike Life Cardiff report 'Women: Reducing the gender gap' indicates that there is a ratio of 1:19 female to male bike riders, 70% of women never ride a bike and 31% of women living in Cardiff do not ride a bike but would like to.



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Improving opportunities for regular walking and cycling may make a significant contribution to encouraging healthy and active lifestyles. There is a growing body of evidence which suggests a higher proportion of women in the UK experience poorer health for longer. A Public Health England research September 2018 cites women as experiencing 19.3 years/23% of their lives in poor health compared with 16.2 years/20% for men. Obesity is highlighted as one of the two major risk factors for ill health, alongside smoking.

<https://www.independent.co.uk/news/uk/home-news/uk-rich-poor-health-inequality-life-expectancy-england-a8532006.html>

Safety and security are also often key concerns for women when travelling. The White Paper offers an opportunity to address these concerns, for example, through appropriate design such as improved passive surveillance through the location of bus stops, for example, and street lighting.

**What action(s) can you take to address the differential impact?**

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

**3.9 Sexual Orientation**

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual	Y		
Gay Men	Y		
Gay Women/Lesbians	Y		
Heterosexual/Straight	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The White Paper has the potential to facilitate positive impacts as outlined above. Personal safety and security, together with vulnerability to hate crimes are well documented concerns of individuals from lesbian, gay and bisexual groups. The White Paper offers an opportunity to address these concerns, for example, through appropriate design such as improved passive surveillance through the location of bus

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stops, for example, and street lighting.

**What action(s) can you take to address the differential impact?**

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

**3.10 Welsh Language**

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on Welsh Language?

	Yes	No	N/A
Welsh Language	Y		

**Please give details/consequences of the differential impact, and provide supporting evidence, if any.**

The White Paper has the potential to facilitate positive impacts as outlined above. Improving access by active and sustainable modes of travel may improve access to learning opportunities, including those relating to Welsh language, in addition to supporting access to other cultural activities. All information, signage etc relating to new schemes will be produced bilingually.

**What action(s) can you take to address the differential impact?**

Detailed, scheme based EIAs will be developed for each of the individual schemes from the White Paper which are taken forward for development and implementation. These will assess any differential impacts on an individual scheme basis and identify appropriate actions. This will include physical/emotional/informational barriers, as appropriate.

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### 4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

Engagement will be carried out with stakeholder groups on an ongoing basis relating to the White Paper. Arrangements will be made to consult with the Equalities Groups at an early stage in the development of any interventions which are taken forward from the White Paper.

### 5. Summary of Actions [Listed in the Sections above]

Groups	Actions
Age	Please see specific section
Disability	Please see specific section
Gender Reassignment	Please see specific section
Marriage & Civil Partnership	Please see specific section
Pregnancy & Maternity	Please see specific section
Race	Please see specific section
Religion/Belief	Please see specific section
Sex	Please see specific section
Sexual Orientation	Please see specific section
Welsh Language	Please see specific section
Generic Over-Arching [applicable to all the above groups]	

### 6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area's Business Plan to be monitored on a regular basis.

### 7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By : Cheryl Owen	Date: 23/10/19
Designation: Section Leader	
Approved By:	
Designation:	
Service Area:	

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- 7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality Impact Assessments* - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 3059 or email [citizenfocus@cardiff.gov.uk](mailto:citizenfocus@cardiff.gov.uk)