



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

METRO MAYOR
LIVERPOOL CITY REGION

Liverpool City Region Combined Authority

Equality Impact Assessment Template

Section 1: Your Details

EIA Lead Officer (name and title)	Jeanette Townson
AD/Head of Service (name and title)	Matt Goggins
Date	21 st December 2021

Section 2: Summary of proposal

What is the title of this assessment?

Prescot Bus Station Improvements

Please provide a short, clear summary of what is being assessed.

Prescot Bus Station Improvements concerns Prescot bus station and nearby infrastructure. The project captures affordable, deliverable measures focussed on improving the public realm, bus journey times, reliability and quality. Measures have been developed to maximise the relative attractiveness of bus travel compared to car by providing accessibility enhancements.

The following measures are included:

- Public Realm and facilities improvements to Prescot Bus Station (See Appendix 1 for General Arrangement)
- Three bus shelters
- Raise kerbs at bus stops
- Hardicreteaving used for the carriageway surface
- Decorative streetlighting
- Decorative established trees

Bus stop improvements to:

- Atherton Street (Eastbound)
- Sinclair Avenue (Northbound) with new crossing
- Grosvenor Road (Northbound)
- Improvements to facilities at Church St/High Street (westbound)

A new Bus stop at:

- Church Street / High Street (eastbound)
- New stop to improve connectivity to Prescott Bus Station

The improvements to Prescott Bus Station and the surrounding public realm will support bus services arriving and departing from it as well as the Shakespeare North Playhouse

Project objectives:

- Reduce environmental impact of transport;
- Sustainable economic and productivity growth;
- Reduce reliance on private car;
- Support a cohesive and well-connected local centre

Will this be submitted to the Combined Authority, Transport Committee, or Merseytravel? Yes (delete as applicable)

If “yes”, please provide the name and date of the meeting

Liverpool City Region Combined Authority, 21st January 2022

Section 3: Initial Screening

Is the proposal likely to impact on the way The Liverpool City Region Combined Authority is showing “due regard” to three aims of the Public Sector Equality Duty (PSED)? Please select relevant box or boxes, by double clicking the box and selecting “checked”.

- eliminating unlawful discrimination, harassment, and victimisation;
- advancing equality of opportunity
- fostering good relations between different groups of people.

If you have checked one or more of the above boxes, please **proceed to section 4**. Otherwise, consider if it is likely to have a significant impact on any of the protected characteristics?

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

- Socio-economic factors -

If you have checked one or more of the above boxes, please **proceed to section 4**.

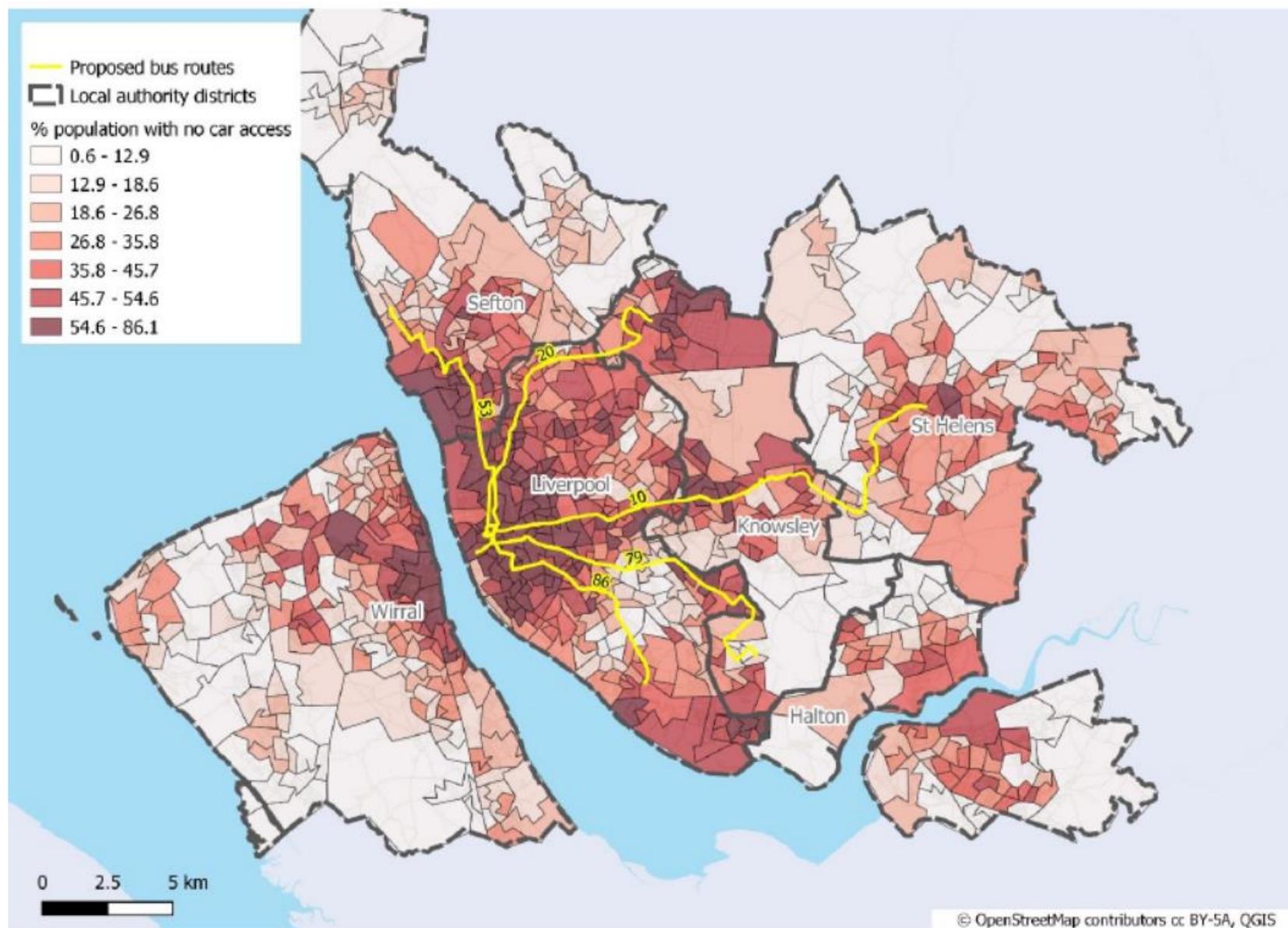
If you have not identified any impacts on either the PSED or the protected characteristics, the initial screening is complete. Full screening (sections 4-6) is not required, the rest of the EIA template does not need to be completed, and you can **go straight to Section 7**.

Section 4: Beneficiaries and Objectives

Who should benefit from the proposals, and how does the proposal fit with The Liverpool City Region Combined Authority's aims and objectives?

Based on MHCLG English Indices of Deprivation 2019, 34% of neighbourhoods in the Liverpool City Region are amongst the 10% most deprived nationally. The Liverpool City Region Authority LEP is ranked as the most deprived of all LEPs based on Indices of Deprivation.

Green Bus Routes would positively impact the life chances of people living in deprived areas through increased accessibility and opportunity to access job. There is a wealth of research that shows transport, affordability and accessibility is a key barrier for the unemployed in accessing job opportunities. Research cited in the Bike Life study found that the proportion of residents from socio-economic groups D and E (semi-skilled, unskilled manual occupations, and those that are not employed) who do not have a car or van in their household is 47%. 33% of the population of LCR are from the socioeconomic groups D and E; around 510,000 people in total. There are a number of deprived areas along the proposed Green Bus Routes, with Route 10A serving some of the most deprived areas in the city region: this means that there is a large proportion residents in these areas served by the proposed Green Bus Routes that could have a propensity to use the bus if accessibility was improved through the implementation of Green Bus Routes.



Source: ONS, 2011 census, car or van availability

Based on Census data from 2011, a total of 341,800 or 22.7% of people in Liverpool City Region are living with a long-term health

Section 5: Impact

- a) Could the proposal have a positive or negative impact on any of the protected characteristics (race, gender, disability, gender reassignment, age, pregnancy and maternity, religion and belief, sexual orientation)? Please list in the table below (add more rows if required) and include actions required to mitigate any potential negative impact.

Which group(s) of people could be affected	Potential positive or negative impact	Action required to mitigate any potential negative impact	Lead person	Timescale	Resource implications
Race	Medium positive for all ethnic minorities Low positive for white british backgrounds Census data shows people from ethnic minority groups are more likely to use the bus.		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Gender	Low positive for men Medium positive for women Data shows women		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements

	are more likely to make bus trips than men.				
Disability	High positive, disabled people are more likely to rely on public transport due to the lack of alternative options.		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Gender reassignment	Low positive for transgender people.		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Age	High positive - Children and young people and older people age 60 and over.		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Pregnancy and Maternity	Low positive		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Sexual Orientation	Medium positive – safer and more secure journeys.		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been	There are no additional resource requirements

				delivered	
Marital Status	Low positive		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Religion and Belief	Low positive		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
<p>b) If there are no negative impacts, what is your reasoning behind this? The scheme is one that brings about benefits with negligible disbenefits as a consequence and therefore overall the impacts are all positives. The only disbenefits are minor delays to traffic when passengers are boarding or alighting a bus service which when considered alongside the overall benefits of the scheme are acceptable</p> <p>The schemes will also improve links to community facilities and amenity, employment, education and open space which will also have a positive effect for those members of the community who have protected characteristics.</p>					

Section 6: Evidence

What research / data / information have you used in support of this process? Add detail about links to evidence or provide actual summary, rather than simply giving the title of the research. Remember that your evidence is important – you should not rely solely on your gut instinct.

Prescot Bus Station Improvements and the wider Green Bus Routes programme were subject to a thorough options assessment to determine need for intervention. The delivery of all elements has been ranked based on patronage, service frequency and strategic rationale. Prescot Bus Station Improvements and the wider Green Bus Routes programme aim to tackle the following challenges:

- Reduce environmental impact of transport;
- Sustainable economic and productivity growth;
- Reduce reliance on private car;
- Support a cohesive and well-connected local centre

A range of datasets has been used in developing the Prescot Bus Station Improvements project and the wider Green Bus Routes programme. Additionally, data has been used to develop this EIA.

- Socio-economic context has been determined by data available from NOMIS/ONS and 2011 census. This cover GVA, IMD, employment, income, (multiple years) etc;
- Transport patronage data has been received from bus operators and other public transport modes. Provision of services across the City Region has been factored into the EIA and project development (multiple years);
- Performance of public transport services and satisfaction levels from the Transport Focus Bus passenger survey (2018) and various LCR engagement surveys;
- Air quality of multiple sites on Green Bus Routes;
- Location of development sites across the city region, available from supplementary planning guidance from respective Local Authorities

Section 7: Next Steps

Send this form to your AD/HoS for them to forward to:

performance@liverpoolcityregion-ca.gov.uk

This is essentially the sign off procedure. By submitting this form, the named officer and the AD/HoS are agreeing to the content of the assessment. All completed EIAs are available on [OnePlace](#)

Make sure all the actions are acknowledged in appropriate service and/or other plan.