

Equality Impact Assessment (EIA) Tool

Document Control

Control Details:	
Title of EIA/ Decision (DDM): Budget booklet code (if applicable): If this is a budget EIA please ensure the title and budget booklet code is the same as the title used within the budget booklet	Tender for the Supply and Maintenance of Bus Shelters and Free Standing Units with and without an Advertising Concession
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Strategic Budget EIA:	No
Exempt from publication:	No
Date decision due to be taken:	09/01/2024

Document Amendment Record

Version	Author	Date
1	James Howe and Sushma Fear	25/10/2023
1.1	Comments from Rosey Donovan	02/11/2023
2	Sushma Fear and James Howe	03/11/2023
3	Steve Tough	17/11/2023

Contributors/Reviewers (Anyone who has contributed to this document to be named)

Name	Title role	Date
Rosey Donovan	Equality and Employability Consultant	02/11/2023

Glossary of Terms

Term	Description
BAME	Black, Asian and minority ethnic
CCTV	Closed-circuit television
CIPs	Council information panels
CT4N	CT4N Charitable Trust, formerly Nottingham Community Transport. Community Transport for Nottingham
DfT	Department for Transport
DIG	Disability Involvement Group
FSUs	Free standing units
LED	Light-emitting diode
LGB+	Lesbian, gay, bisexual and other sexual orientations
NCC	Nottingham City Council
NCT	Nottingham City Transport

Section 1 – Equality Impact (NCC staff/ Service users/ Citizen/ Community impact)

1. a. Brief description of proposal/ policy/ service to be assessed

Nottingham City Council currently has a 25-year contract that was let in 1999, for the supply and maintenance of street furniture with and without advertising, which is due to expire on 31st December 2024.

Street furniture in the terms of this contract is specifically bus shelters and Council information panels (CIPs), otherwise termed as Free-Standing Units (FSUs); these will be referenced as FSUs in this report.

The Council's street furniture estate comprises of 213 advertising bus shelters, 619 non-advertising bus shelters and 27 free standing units, which are located in the city centre

The incumbent provider is contracted to supply and maintain the full estate and manage the analogue (paper) advertising aspect. The Council is not involved in the commercial aspect of selling advertising space on these advertising panels.

Nottingham has a comprehensive, high quality public transport network that is supported by high quality infrastructure, which includes excellent passenger waiting facilities, such as bus shelters. These waiting facilities help citizens to complete their public transport journey in a safer and more comfortable manner, and consultation has identified this is important to them.

A procurement process is necessary to tender for a new contract for the supply and maintenance of bus shelters and FSUs with and without an advertising concession. A new advertising concession will allow for the provision of digital advertising panels where appropriate which will make this a more attractive opportunity for potential providers. This in turn should provide more income generation for the Council and thereby help to alleviate budget pressures.

The procurement approach and the preferred financial performance model for the bus shelter and FSUs contract is being discussed and reviewed to confirm the most advantageous position to provide best value for the Council, while improving and enhancing the public transport passenger experience and encouraging public transport use.

1. b. Information used to analyse the equalities implications

Age

Nottingham City age group demographics:

- Under 15 – 18.1%
- 16-24 – 21.7%
- 25-44 – 28.7%
- 45-59 – 15.6%
- 60+ - 15.9%

Older people are at a higher risk of poverty, which increases the likelihood of this age group travelling by bus. For example, in 2019, people in the lowest real income quintile made more local bus trips on average than any other income quintile. Those in the highest income quintile made the least number of local bus trips.

Disability

In Nottingham City, 18.1% of people have long-term health problems that limit day-to-day activities. Data collected by Transport Statistics (2019) found that people with a disability make fewer trips by car. Simultaneously, disabled people are also less likely to be a car driver, placing further importance on accessible public transport to instil independence. Better employment outcomes for disabled people can also be achieved by the provision of accessible buses.

Sex

The population of Nottingham City is comprised of 51% females and 49% males. Lone parents are predominantly female, which affects socioeconomic status and access to their own cars. As previously mentioned, car ownership amongst lone parents tends to be low. There are also a higher proportion of female carers when compared to male carers. This makes both pushchair and wheelchair spaces particularly relevant on-board buses.

Race

27.2% of the total resident population of Nottingham belong to BAME communities. BAME groups more frequently face socioeconomic disadvantages, which can correlate with living in more densely populated areas where air quality is poor. Densely populated areas could include St Ann's, The Meadows, Forest Fields and Hyson Green, where BAME communities represent 50.4%, 48.2%, 52.3% and 49.6% respectively. Socioeconomic disadvantages can directly correlate to the proportion of individuals who have access to a privately owned vehicle.

Gender Reassignment

There is currently no robust data about the number of transgender people in the United Kingdom.

Religion or Belief –

In Nottingham City, the percentage of the population belonging to religious or spiritual belief groups are as follows:-

- Christian – 44.2%
- Buddhist – 0.4%
- Hindu – 1.5%
- Jewish – 0.3%
- Muslim – 8.8%
- Sikh – 1.4%
- Other religion – 0.5%
- No religion – 35%

Sexual Orientation

Currently, there is no robust data about the number of LGB+ people in the UK. However, Stonewall estimates that one in 10 people identify as LGB+ and according to the 2021 Census 3.2% of people identify as LGB+.

Other evidence which might be relevant

Car ownership in Nottingham is also significantly lower than the average in England, with the 2011 Census suggesting that 38.0% of households in the city do not have access to a car or van, compared to 23.5% in England. Car ownership is also particularly low amongst pensioners living alone as well as lone parents. With car ownership or access to car low in the city, importance is placed upon buses to provide access to work and education, and to limit levels of social isolation.

There is emerging evidence that suggests air pollution can be associated with poorer mental health conditions. This includes potential links between air pollution exposure and increased rates of both depression and anxiety disorders.

DfT National Travel Attitudes Study Wave 8. The National Travel Attitudes Study was an online and telephone survey which gathered responses from 2,018 individuals aged 16 and over in England between March and April 2023 and followed on from the National Travel Survey. The focus was on perceptions of safety when walking cycling and using public transport.

The key headline figures that are appropriate to this project are listed below and highlight the requirement for good lighting to improve personal safety at bus stop.

- At least 76% of males and 61% of females said that they feel unsafe “never” or “hardly ever” across all phases of a public transport journey.
- 79% of females feel safer with good lighting at stops and on streets and 60% of these females rate poor lighting as a factor that makes them feel less safe when walking to bus a bus or rail stop.
- A stop or station being poorly lit is the second highest reason for people feeling unsafe when waiting for public transport whether at a stop or station with a response of 42% of all respondents, the highest being drunken and disorderly people.

Nottingham City Council Bus and Tram User Survey 2023 – Public Consultation. This survey, led by Public Transport and Marketing & Communications officers, was published online and gathered 2,512 responses from Nottingham residents between July and August 2023. The Survey gave Nottingham’s residents an opportunity to have their say on the public transport network across the City, giving them a chance to advise on what they like about the public transport network and to feedback on what areas could be improved.

The key headline figures that are appropriate to this project are:

- 80% of respondents said that they felt “very safe” or “fairly safe” when travelling on one of Nottingham’s buses or trams.
- 94% of respondents felt “very safe”, “fairly safe” or “neutral” when waiting at a bus or tram stop, with only 6% feeling “fairly unsafe” or “very unsafe”.
- 1,102 respondents would like to see better lighting at bus shelters and 1,062 respondents would like more seats.

The Survey respondents were given the opportunity to provide the reasoning for their responses. The common theme for feeling unsafe was feeling exposed at bus stops because of the lack of or poor lighting, no CCTV and bus stops without shelters.

The responses for a similar Council survey undertaken in 2020 included 65% of respondents replying that they felt “very safe” or “fairly safe” waiting at a bus or tram stop and 13% felt “fairly unsafe” or “very unsafe”. In comparison to the 2020 Survey, passengers are feeling safer when waiting at a bus or tram stop.

The survey asked how passenger waiting areas, bus shelters in particular, could be improved. Respondents were able to select multiple options and the improvements are prioritised based on the number of selections: CCTV at shelters (1,433), more lighting (1,102), more seats (1,062), green roof shelters (869) and more digital information (799). Other project appropriate responses included – up to date information at stops, bus shelters that protect users from the weather, more comfortable seats, better maintenance of shelters, better placed stops and larger bus shelters at busy stops. Lighting, seats and public transport information are more important to people than technological advancements like Wi-Fi and charging stations. None of the responses received identified any concerns or impact on equality.

The improvements to bus shelters identified from the survey will be taken into consideration during the tender stage. While the provision and size of shelters, seating and lighting will be reviewed as part of the tender specification and will be prioritised ahead of other features, the inclusion of green roofs on the shelters does require more investigation regarding the suitability of this provision. Similar, the inclusion of CCTV within bus shelters is unlikely to be progressed at this stage.

Nottingham City Council Consultation on a Procurement for Street Furniture with Advertising Concession – Stakeholder Consultation. Many key NCC colleagues and stakeholders including Nottingham University Hospitals, Trent Barton, NCT, CT4N along with the University of Nottingham, Nottingham Trent University and Bilborough Sixth Form College, have been advised of the procurement opportunity and were invited to provide comments on the tender process and requirements for the street furniture. It was highlighted that the primary goal is to have a high-quality waiting facility for passengers that contains a basic set of fundamental requirements – seating, appropriate level of cover and lighting – as well as to optimise the commercial opportunity to the Council in terms of revenue generation from commercial advertising.

The headline requests included a requirement for a biodiversity offer such as green or wildflower meadow roofs, LED lighting, solar panels where possible and options for appropriate seating and shelter options, ensuring visibility and appropriate coverage, and the continuation of a high standard of maintenance and cleaning. The bus shelters should be passively safe to avoid vehicle collisions that may result in serious or fatal casualties and digital images should be appropriate for the location and should not obstruct visibility on highways and particularly at junctions. A review of CIPs should be carried out as this project provides an opportunity to consider the appropriateness of their location. Social value considerations should also be considered, especially regarding the manufacturing materials and their environmental impact.

1. c. Who will be affected and how?

Impact type (NCC staff/ Service users/ Citizens/ Community)	Equality group/ individual	Positive X	Negative X	None X	Reasons for your assessment (Including evidence)	Details of mitigation/ actions taken to advance equality	Details of any arrangements for future monitoring of equality impact (Including any action plans)
Service users	People from different ethnic groups	X			There will be no impact if a similar contract for bus shelters and CIPs is progressed. Potential changes to the bus shelters will include better improved lighting and seating options, which will benefit all bus users.		Annual Public Transport survey. Regular consultation with groups with protected characteristics will continue via Nottingham City Council's equalities teams and their scheduled meetings and existing relationships that public transport team has with the local DIG will be maintained to ensure any unforeseen issues that arise following roll-out are addressed in a timely fashion. Any appropriate concerns and accessibility issues will be incorporated into the project. Continuous evaluation and engagement with other stakeholders will be maintained to ensure that any queries or

						<p>concerns about the project are addressed quickly. Current information systems such as complaints and feedback received through the council's travel centre as well as through Nottingham City Transport's travel centre will provide crucial insight into the public's opinion of the project as it is rolled out across the network. Any appropriate concerns and accessibility issues will be incorporated into the project</p> <p>The project will be assessed for any impact on equality from design through to completion and benefit realisation. This will be measured by ensure that all national guidance and design standards are adhered to, ensure the project meets the current standards and does not have a negative impact on people in protected groups.</p> <p>The EIA will remain a live document and the Project Team will keep the EIA updated of any changes and will incorporate</p>
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							any equality impacts or concerns that may be identified, along with proposals for their mitigation. Colleagues in the Equalities and Employability service area will be informed of any amendments to the EIA and approval of the revised EIA will be sought.
Service users	Men	X					As above.
Service users	Women	X					As above.
Service users	Trans	X					As above.
Service users	Disabled people/ carers	X					As above.
Service users	Pregnancy and maternity	X					As above.
Service users	Marriage/ Civil Partnership	X					As above.

Service users	People of different faiths/ beliefs and those with none	X					As above.
Service users	Lesbian/ Gay/ Bisexual people	X					As above.
Service users	Older	X					As above.
Service users	Younger	X					As above.
Service users	Other (e.g. looked after children, cohesion/ good relations, vulnerable children/ adults), socio-economic background. <i>Please underline the group(s)</i>	X					As above.

	<p><i>/issue more adversely affected or which benefits.</i></p>						
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1. d. Summary of any other potential impact (including cumulative impact/ human rights implications):

The tendering for the bus shelters contract will ensure that current provision of bus stop waiting infrastructure continues whilst providing an opportunity for the facilities to be improved to enhancing the public transport passenger experience and encouraging public transport use.

Improvements to the bus stop shelters, which could include improved lighting provisions will allow people to feel safer whilst waiting at bus stops. Perception of safety improvements will be improved, as the need to wait in areas that may be deemed as unsafe is reduced, instilling confidence when using public transport. This is a benefit for all public transport users and equality groups but could be seen as improving the safety of lone and vulnerable transport users.

There will be a positive impact from the potential to improve bus stop shelter seating, which could make waiting at a bus stop more comfortable for those with mobility issues.

It is anticipated that the improvements at bus stops will assist to reduce the number of vehicles on the road and encourage use of public transport and therefore assist to improve the air quality in Nottingham.

Improvements in air quality are beneficial to young and old people. Poor air quality is known to impact on lung development of younger people and the lung function of older people, particularly those with respiratory illness or asthma. Poor air quality has also been directly linked to Alzheimer's. Health inequalities amongst BAME communities that live in densely populated urban areas will improve following the reduction in air pollution.


Section 2 – Equality outcome

Please include summary of the actions identified to reduce disproportionate negative impact, advance equality of opportunity and foster good relations. Please pull out all of the mitigations you have identified and summarise them in this action plan

Equality Outcome	Adjustments to proposal and/or mitigating SMART actions	Lead Officer	Date for Review/ Completion	Update/ complete
Eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act 2010.	Not applicable			
Advance equality of opportunity between those who share a protected characteristic and those who don't	Not applicable			
Foster good relations between those who share a protected characteristic and those who don't	Not applicable			
(Please add other equality outcomes as required – e.g. mitigate adverse impact identified for people with a disability)	Not applicable			

Please note: All actions will need to be uploaded onto Pentana

Section 3 – Approval and publishing

<p>The assessment must be approved by the manager responsible for the service /proposal. Approving Manager details (name, role, contact details):</p> <p>Steve Tough Head of Transport Projects and Operations steve.tough@nottinghamcity.gov.uk 0115 876 4096</p>	<p>Date sent for advice:</p> <p>25/10/2023</p>
<p>Approving Manager Signature:</p> 	<p>Date of final approval:</p> <p>17/11/2023</p>

For further information and guidance, please visit the [Equality Impact Assessment Intranet Pages](#)
Alternatively, you can contact the Equality and Employability Team by telephone on 0115 876 2747

Send document or link for advice and/ or publishing to: edi@nottinghamcity.gov.uk

PLEASE NOTE: FINAL VERSION MUST BE SENT TO EQUALITIES OTHERWISE RECORDS WILL REMAIN INCOMPLETE.