

Greater Manchester's Clean Air Plan to Tackle Nitrogen Dioxide Exceedances at the Roadside

Appendix 2 - GM CAP EQIA following consultation - Evidence report - Bolton assessment



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1 Bolton Council EqIA Appendix

1.1 Introduction

An Equality Impact Assessment (EqIA) has been developed at a Greater Manchester (GM) scale for the GM Clean Air Plan (GM CAP) in line with the public sector equality duty in section 149 of the Equality Act 2010.

The GM wide assessment builds on EqIAs that were published at the Outline Business Case stage in 2019 and the EqIA developed to support the consultation in late 2020. It considers the impacts on protected characteristics related to the implementation of CAZ C charging zone in GM and how implementation of the proposed package of mitigation measures addresses any identified equality impacts. This EqIA is an update following changes to the GM CAP policy made in consideration of feedback received during the consultation.

The EqIA is supported by an Equality Impact Evidence Report, appended to the EqIA¹.

1.2 Local Authority Assessment

This appendix to the GM EqIA includes an assessment of equality carried out by Bolton Council. Bolton Council have undertaken an individual LA assessments to::

- fulfil legal requirements and meet their duty under the Equality Act;
- ensure that as an Authority it has considered and understood the full GM EqIA report and the context for the LA itself;
- identify any Bolton specific nuances in the LA baseline profile that presented in the GM EqIA (Appendix A in the Equality Impact Evidence Report).
- review the assessment outcomes of the GM EqIA and identify whether impacts would be more or less significant within their area;
- highlight any geographical 'hot spots' within Bolton Council area;
- identify any actions Bolton Council could take to mitigate and monitor equality impacts identified (specific to their LA area rather than applicable across GM as a whole).

¹ <https://cleanairgm.com/technical-documents/>

1.3 Bolton Council approach to Equality Impact

In addition to the protected characteristics set out by the Equality Act, Bolton Council believes it is also important to consider caring status and socio-economic conditions as part of its work around equality and therefore these groups are also covered for consideration in this EIA.

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2 Bolton Council EqIA

2.1 Baseline data review

2.1.1 Introduction

About Bolton: Population estimates 287,550 in 2019. The town is bounded to the north by the Lancashire districts of Chorley and Blackburn with Darwen, and on the remaining sides by the districts of Wigan, Bury and Salford. About half of the borough is built up, with the remainder being countryside, mainly in agricultural use or open moorland. The key landscape features of the borough are its moorland backdrop, remnant areas of woodland, river valleys and pastoral agricultural land. The borough has a good transport network with adjoining areas and the rest of the country. The M61 motorway provides a link with the M6 to the north of Bolton and the M60 to the south of Bolton. In addition, Bolton has established rail and bus networks.

Establishing the baseline: The baseline data has been established by reviewing community demographics across Bolton, using census data and local insights to support understanding for this equality impact assessment. Further data has been sourced from analysis undertaken looking at the impact of Covid-19 on particular groups that have been most impacted by the pandemic. These insights have been generated at a Greater Manchester level, as well as locally. In addition, the consultation findings for this stream of work have been used, with particular intelligence gained from responses gathered from Bolton participants. Where data doesn't exist locally for a particular characteristic, Greater Manchester and national data has been sourced to provide insight.

It should also be noted, in relation to taxi businesses in the borough, Bolton has the following businesses:

- Private Hire Vehicles licensed: approximately 1450
- Hackney Cab Vehicles licensed: 102
- Private Hire Drivers licensed: 1765
- Hackney Cab Drivers licenses: 108

2.1.2 Baseline data updates

Appendix A of the GM Equality Impact Evidence Report sets out a detailed demographic baseline of the GM area, reviewing each protected characteristic in turn. The EqIA scopes in only some of the protected characteristics covered by the Equality Act; age, disability, pregnancy and maternity, race, religion or belief, sex, sexual orientation and gender reassignment. Marriage and civil partnership has been scoped out. The table below sets out Bolton's baseline where this differs from the overall GM baseline.

Bolton Baseline:

In- Scope Protected Characteristic	Overview for the local authority; including updated data and / or significant variation compared to the GM picture.	'Outliers' within the Local Authority (LSOAs or communities with a particularly high proportion of a protected characteristic to highlight any distributional impacts)																																			
Age	<p>Young people Population Change:</p> <table border="1" data-bbox="357 730 975 920"> <thead> <tr> <th colspan="5">Population change between 2017 and 2030 for 0-19 year olds</th> </tr> <tr> <th></th> <th>2017</th> <th>2022</th> <th>2025</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>Pre- School (0-4)</td> <td>19,036</td> <td>18,977</td> <td>18,862</td> <td>18,490</td> </tr> <tr> <td>Primary School (5 – 10)</td> <td>23,339</td> <td>23,415</td> <td>23,016</td> <td>23,022</td> </tr> <tr> <td>Secondary School (11 – 15)</td> <td>17,277</td> <td>19,474</td> <td>20,108</td> <td>19,442</td> </tr> <tr> <td>Older Teens (16-19)</td> <td>13,737</td> <td>13,717</td> <td>14,861</td> <td>15,692</td> </tr> <tr> <td>Total</td> <td>73,389</td> <td>75,582</td> <td>76,848</td> <td>76,647</td> </tr> </tbody> </table> <p>In general, over the next ten years Bolton's pre-school and secondary school populations will reduce slightly while there will be a small increase in the older teens group. There will be an increase in the secondary age population.</p> <p>Older People: The number of older people has increased dramatically, from 40,500 in 2008 to 49,100 in 2018, an increase of over one-fifth (21%)³.</p>	Population change between 2017 and 2030 for 0-19 year olds						2017	2022	2025	2030	Pre- School (0-4)	19,036	18,977	18,862	18,490	Primary School (5 – 10)	23,339	23,415	23,016	23,022	Secondary School (11 – 15)	17,277	19,474	20,108	19,442	Older Teens (16-19)	13,737	13,717	14,861	15,692	Total	73,389	75,582	76,848	76,647	Consideration of vulnerable young people in the borough, including 199 care leavers, that may rely on public transport.
Population change between 2017 and 2030 for 0-19 year olds																																					
	2017	2022	2025	2030																																	
Pre- School (0-4)	19,036	18,977	18,862	18,490																																	
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Total	73,389	75,582	76,848	76,647																																	
Disability	<p>Local Health demographic profile provides a breakdown of the health indicators at a ward level, where long term health and disability concerns are above national average in a number of wards.⁴</p> <p>Mental health concerns particularly in young people and minority groups, including LGBT+ as a result of the pandemic – findings linked to ongoing GM Behavioural Insights work.</p>																																				

² Whitehead, S and Higham, J. (2018) *Bolton Local Transformation Plan - Children and Young People's Emotional Health & Wellbeing: 2018/19*. Available at: <https://www.boltonccg.nhs.uk/media/3891/bolton-1819-ltp-refresh-final.pdf> (Accessed: 29th April 2021)

³ Bolton Council. (2019) *People in Bolton Factfile No. 1*. Available at: [https://www.bolton.gov.uk/downloads/file/2285/2018-pulationstimatesactfile-pdateduly-\(accessed](https://www.bolton.gov.uk/downloads/file/2285/2018-pulationstimatesactfile-pdateduly-(accessed) (Accessed 29th April 2021).

⁴ Public Health England. (no date) *Local Health*. Available at: <https://fingertips.phe.org.uk/profile/local-health/data#page/0/gid/1938133184/pat/101/par/E08000001/ati/8/are/E05000650> (Accessed 30th April 2021).

In- Scope Protected Characteristic	Overview for the local authority; including updated data and / or significant variation compared to the GM picture.	'Outliers' within the Local Authority (LSOAs or communities with a particularly high proportion of a protected characteristic to highlight any distributional impacts)
Pregnancy and Maternity	<p>Overall, there were 3,676 live births recorded in Bolton in 2019, of which 30.8% were to non-UK-born women (ONS data), slightly above the national average.</p> <p>According to the Office for National Statistics, in 2019 non-UK-born women gave birth to 1,132 babies in Bolton, which is 30.8% of all deliveries.</p> <p>In Gtr Manchester vulnerable childbearing women (including homeless women, religious and cultural minorities, vulnerable migrants, refugees and asylum seekers, victims of domestic abuse) access secondary mental health services less often or are in a more advanced stage of their illness when they do, compared with the background population.⁵</p> <p>Community midwifery support delivered at 7 Start Well Centres across the borough.</p>	
Race	<p>Bolton has a transient community, local intelligence highlights growing Eastern European and African communities. Using the school roll data (2020), it has also been possible to identify a small Chinese community, which is not concentrated to a particular area of Bolton but spread across communities. There is also a small Gypsy/Roma community in Halliwell, Great Lever, Harper Green and Crompton.</p> <p>Bolton is home to a number of new and emerging communities, who have settled in Bolton through economic migration; or Britain's refugee and asylum arrangements.</p> <p>The languages predominantly spoken in the borough are English* (71.7%), Urdu (7.8%), Gujarati (5.5%), Panjabi (2.5%), Somali (1.5%), Arabic (1.3%)</p>	
Sex	<p>The borough has a similar sized male and female population; 49.6% of the population is male and 50.4%</p>	

⁵ Greater Manchester Health & Social Care Partnership. (2020) *Greater Manchester Perinatal and Parent Infant Mental Health Service: Championing 1001 Critical Days*. Available at: <https://www.gmmh.nhs.uk/download.cfm?doc=docm93jijm4n7317.pdf&ver=9858>. (Accessed: 19th June 2021).

In- Scope Protected Characteristic	Overview for the local authority; including updated data and / or significant variation compared to the GM picture.	'Outliers' within the Local Authority (LSOAs or communities with a particularly high proportion of a protected characteristic to highlight any distributional impacts)
	is female. ⁶ Mid year estimates for 2019 show 144,733 (females) and 142,817 (males) – all ages.	

Protected Characteristic	Overview for the local authority; including updated data and / or significant variation or similarity compared to the GM picture.	'Outliers' within the Local Authority (LSOAs or communities with a particularly high proportion of a protected characteristic to highlight an distributional impacts)
Religion / Belief	(ONS Data: 2011): The three most common religions in Bolton are Christian, Muslim and Hindu. There are very small pockets of other religions across Bolton. A breakdown per ward can be accessed at: https://www.boltonjsna.org.uk/religion-belief .	
Gender reassignment/ Gender identity	No identified impacts on this group	
Sexual orientation	According to the LGBT Foundation, Greater Manchester is home to an estimated 215,000 LGBT people, with 391 individuals registered in same-sex civil partnerships in Bolton in the 2011 Census. Bolton holds an annual Pride festival and is home to organisations that support the LGBT+ community.	
Marriage & civil partnership	No identified impact on this group	

⁶ Bolton Joint Strategic Needs Assessment. (no date) *Our People*. Available at: <https://www.boltonjsna.org.uk/people> (Accessed: 29th April 2021),

2.1.3 Socio-Economic Characteristics

Under the Equality Act, socio-economic characteristic is not a Protected Characteristic. As a result, the GM EqIA for CAP does not consider the impacts on the scheme on difference socio-economic groups. A Distributional Impact Assessment (DIA) has been undertaken for the programme which does consider these impacts.

Bolton council does include socio-economic as a Protected Characteristic and as a result, it will be included in this baseline. From the consultation findings it is evident that those communities impacted could be located in some of our more deprived areas of the borough. Furthermore, some of the positive impacts of the implementation of the scheme could have positive implications for our deprived communities and protected groups.

<p>Socio-economic</p>	<p>Bolton is ranked the 34th most deprived local authority in the UK. Further to this, according to IMD (2015), Bolton is ranked 64th out of 326 local authorities in England for deprivation. In comparison to other Greater Manchester authorities, Bolton ranks slightly higher, i.e. less deprived, than Manchester, Rochdale, Salford, Tameside and Oldham. However, Bolton is also ranked much lower than Bury, Trafford and Stockport.</p> <p>The IMD ranks every small area in England from 1 (most deprived area) to 32,844 (least deprived area): Ranking for Bolton on the following areas:</p> <ul style="list-style-type: none"> Income (29), employment (36), crime (13), housing and services (285), health deprivation and disability (50), neighbourhoods (42) <p>There have been few changes regarding our most deprived neighbourhoods and deprivation remains at its greatest in the Wards of Halliwell, Crompton, Brightmet, Great Lever, Rumworth, and Farnworth, with pockets outside the town centre identifying Johnson Fold and Washacre.⁷</p>	
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2.2 Equality impacts review

The table below provides a summary of equality impacts identified for GM against each of the protected characteristics and each of the assessment topics (i.e. air quality, accessibility, and affordability) and identifies whether the assessment differs within Bolton. Where there are differences, an explanation is provided.

⁷ Bolton JSNA. (no date) *Deprivation*. Available at: <https://www.boltonjsna.org.uk/deprivation>. (Accessed: 20th April 2021).

Bolton Equality Impacts Review:

Protected characteristic	Assessment topic	Impact (+/-)	Bolton Council -Magnitude of impact post mitigation (extent of population exposure to impact)		Differential/ Disproportionate	Justification for assessment outcome/ Reason for difference in impact from GM assessment
			GM	Bolton		
Age	Air quality	+	High	High	Differential	Younger and older people are more sensitive to changes in air quality and will benefit more quickly from improvements in air quality.
	Access ibility	-	Low	Low	Disproportionate	Younger and older people are more reliant on public transport, taxi and PHVs. They are also more likely to use minibuses and community transport. Any changes in provision would have a disproportionate impact on this group.
	Afford ability	-	Low	Low	Disproportionate	Younger and older people are more reliant on public transport, so any ticket prices increases would be disproportionately experienced by these groups. Particular concern around vulnerable young people, including the borough's 199 care leavers who are reliant on public transport. There could be a potential impact to retirees, with possible charges being brought in for motorhome owners. Statistics from the Camping and Caravan Club put the average age of its members at 55 years. This could have a subsequent impact on local tourism, as Bolton and its boarder areas have a number of camping and caravan businesses. (Awaiting further consultation feedback).
Disability ⁸	Air quality	+	High	High	Differential	People with disabilities (particularly if these relate to respiratory problems) are likely to be more sensitive to changes in air quality and will benefit more quickly from improvements in air quality.

⁸ Disability covers a wide range of physical and mental impairment. Where the impact would differ dependent on disability this is flagged in the narrative.

Protected characteristic	Assessment topic	Impact (+/-)	Bolton Council - Magnitude of impact post mitigation (extent of population exposure to impact)		Differential/ Disproportionate	Justification for assessment outcome/ Reason for difference in impact from GM assessment
			GM	Bolton		
	Access ibility	-	Low	Medium	Disproportionate	10% of the Bolton population have a disability. 46% of those with a disability are aged 65+ ⁹ Disabled people make fewer trips per person overall & by walking/ cycling, or car/ van (driver/ passenger combined) than non-disabled people. Disabled people make a larger proportion of their overall trips by taxi than non-disabled people, although still less than 5% of their overall trips ¹⁰ Disabled people are more likely to be in a household without access to a car and in households with access to a car they are less likely to be a driver ¹¹ .
	Afford ability	-	Low	Medium	Disproportionate	In 2019 disabled adults (aged 16 years and over) in England made 757 public transport trips on average per person per year, with a greater proportion of their travel by bus, 7% compared with 5% for adults without disabilities. The proportion of trips with taxi/minicab as the main mode was small but noticeably higher for disabled adults, 2.2% ¹² . Any cumulative costs past on as a result of the scheme will impact this characteristic adversely.
	Air quality	+	High	High	Differential	Some small studies have shown an association between air pollution and pregnancy complications such as miscarriage, premature birth and low birth weight. The highest levels of particles were found in mothers who lived closest to busy roads during pregnancy. ¹³

⁹ ONS (2011) *Census table: LC3302EW - Long-term health problem or disability by general health by sex by age*. Available at: <https://www.nomisweb.co.uk/query/construct/submit.asp?forward=yes&menuopt=201&subcomp=>. (Accessed 19th April 2021).

¹⁰ DfT. (2020) *Statistical data set: Travel by vehicle availability, income, ethnic group, household type, mobility status and NS-SEC. Travel by disability status and main mode or stage mode: England*. Available at: <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>. (Accessed 5th March 2021)

¹¹ DfT. (2021) *Transport: Disability and Accessibility Statistics, England 2019/2020*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/972438/transport-disability-and-accessibility-statistics-england-2019-to-2020.pdf. (Accessed 4th May 2021)

¹² DfT. (2021) *Transport: Disability and Accessibility Statistics, England 2019/2020*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/972438/transport-disability-and-accessibility-statistics-england-2019-to-2020.pdf. (Accessed 4th May 2021)

¹³ Tommy's. (2020) *Air pollution and pregnancy*. Available at: <https://www.tommys.org/pregnancy-information/im-pregnant/ask-a-midwife/air-pollution-and-pregnancy>. (Accessed 4th May 2021)

Protected characteristic	Assessment topic	Impact (+/-)	Bolton Council - Magnitude of impact post mitigation (extent of population exposure to impact)		Differential/ Disproportionate	Justification for assessment outcome/ Reason for difference in impact from GM assessment
			GM	Bolton		
Pregnancy and maternity	Access ibility	-		Low	Disproportionate	Although it's difficult to determine the number of pregnant women accessing public transport in Bolton or Greater Manchester, in 2018 across England, women made over a third more journeys by bus than men. ¹⁴
	Afford ability	-		Low	Disproportionate	Although it's difficult to determine the affordability impact for pregnant women, it is possible to state that women are far more likely than men to be in paid part time work for significant periods of their working lives. A key issue for many women, therefore, is the challenge of paying for weekly transport passes when working in this way: public transport can be prohibitively expensive and inflexible for anyone working outside 'normal' full time hours and as a result any additional price increases could impact this characteristic. ¹⁵
Race ¹⁶	Air quality	+	High	High	Disproportionate	A significant number of the minority ethnic communities across Bolton are located in areas where air quality is poorest, including town centre locations. They will therefore disproportionately benefit from improvements in air quality.
	Access ibility	-	Low	Medium	Disproportionate	People from Asian/ Asian British ethnic groups are more likely to live in a household which does not have a car or van than people from White British backgrounds. ¹⁷ As a result any additional costs passed on through public transport costs, as a result of the scheme, will have a disproportionate impact on this characteristic.

¹⁴ DfT. (2019) *Mode of Travel Statistical Data Set, NTS0702* Available at: <https://bit.ly/34dmDGR>. (Accessed 4th May 2021).

¹⁵ Women's Budget Group. (2019) *Public Transport & Gender*. Available at: <https://wbg.org.uk/wp-content/uploads/2019/10/TRANSPORT-2019-1.pdf>. (Accessed 4th May 2021).

¹⁶ Race covers all races identified within the ONS dataset. Where the impact would differ for different races, this is identified in the narrative.

¹⁷ DfT (2020). *Statistical data set: Travel by vehicle availability, income, ethnic group, household type, mobility status and NS-SEC. Adult personal car access and trip rates by ethnic group: England*. Available at: <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>. (Accessed 5th March 2021).

Protected characteristic	Assessment topic	Impact (+/-)	Bolton Council -Magnitude of impact post mitigation (extent of population exposure to impact)		Differential/ Disproportionate	Justification for assessment outcome/ Reason for difference in impact from GM assessment
			GM	Bolton		
	Affordability	-	Low	Medium	Disproportionate	<p>Bolton has a very diverse community with a significant number of the population being from communities other than White British. In the consultation report for Bolton the results demonstrated that those most impacted were from Asian communities, as well as a small proportion from African communities. In addition to these, Bolton has a large Eastern European community. A significant number responding to the survey were PHV drivers, but we must also consider small to medium size business owners from our minority communities, as well as other, smaller communities who will be impacted by the scheme. This includes a small Roma Gypsy community that reside in a few of our wards.</p> <p>Any increases in business costs are therefore likely to be experienced disproportionately by this protected characteristic.</p>
Sex	Air quality	No equality impact				No equality impact identified
	Access ability	+	Low	Low	Disproportionate	In 2018 across England women made over a third more journeys by bus than men, therefore the impact to this group in Bolton would be low.
	Affordability	-	Medium	Medium	Disproportionate	<p>Taxi drivers, PHV drivers and bus drivers are over 90% more likely to be male than female. Any business costs are therefore likely to be disproportionately experienced by men. However, Auto Trader research in 2017 discovered women now make up 32 percent of van owners, so too could be impacted by the scheme.</p> <p>Consideration needs to be made on the impact to business owners' viability as part of the scheme.</p>

Protected characteristic	Assessment topic	Impact (+/-)	Bolton Council - Magnitude of impact post mitigation (extent of population exposure to impact)		Differential/ Disproportionate	Justification for assessment outcome/ Reason for difference in impact from GM assessment
			GM	Bolton		
						<p>A number of horse owners in the borough highlighted the impact of the scheme through the consultation. Nationally, equestrian sport is one of the few sports where the majority of participants are female (67% according to the BETA National Equestrian Survey 2019) and 90% of coaches are female (British Equestrian Coaching Survey 2019).¹⁸ Therefore horsebox owners are more likely to be female and disproportionately impacted.</p> <p>Bus fares are a barrier to access. 38% of adults would use buses more often if fares were cheaper. 14% of women and 12% of men said they don't use buses because fares were too high.¹⁹ If charges were subsequently passed on it would impact this characteristic and add a further barrier to access.</p>
Religion/ belief	Air Quality	+	High	High	Disproportionate	Many of Bolton's Air Quality Management Areas, located near to where people live, are located in the borough's more deprived areas. There are a high proportion of residents of Muslim & Hindu Faith living within these areas. ²⁰
	Access ibility	-	N/A	Medium	Disproportionate	Bolton has a large population of residents from the Muslim and Hindu community. We are aware that people from Asian/ Asian British ethnic groups are more likely to live in a household which does not have a car or van than people from White British backgrounds. As a large proportion of our residents are from these community, any cumulative costs in charges in public transport could have a disproportionate impact.

¹⁸ British Equestrian. (no date) *Equality and Diversity*. Available at: <https://www.britishequestrian.org.uk/getInvolved/equality-diversity>. (Accessed: 4th May 2021).

¹⁹ DfT. (2013) *Public Attitudes Towards Busses*, Table ATT0109. Available at: <https://bit.ly/2op0KoJ>. (Accessed 4th May 2021).

²⁰ Bolton JSNA. (2011) *Breakdown of religion or belief in Bolton*. Available at: <https://www.boltonjsna.org.uk/religion-belief>. (Accessed 4th May 2021).

Protected characteristic	Assessment topic	Impact (+/-)	Bolton Council -Magnitude of impact post mitigation (extent of population exposure to impact)		Differential/ Disproportionate	Justification for assessment outcome/ Reason for difference in impact from GM assessment
			GM	Bolton		
	Affordability	-	Low	Medium	Disproportionate	Bolton has a very diverse community with a significant number of the population being Muslim and Hindu. In the consultation report for Bolton the results demonstrated that those most impacted were of Muslim faith, male and drove Private Hire Taxis. Any increases in business costs are therefore likely to be experienced disproportionately by this group.
Gender reassignment/ Gender identity	Air Quality	No equality impact				
	Accessibility	No equality impact				
	Affordability	No equality impact				
Sexual orientation	Air Quality	No equality Impact				
	Accessibility	-	Low	Low/Medium	Differential	Although the data is not available for Bolton, in a recent consultation by GMCA, looking at the impact of Covid-19 on the LGBTQ+ community across GM, there was a significant reduction in the use of public transport by this protected characteristic, as they did not feel comfortable. Hate crime data for the Covid-19 period was also unavailable, however, a GMCA residents survey found that 41% of LGB people reported they had been a victim of a crime and 53%

Protected characteristic	Assessment topic	Impact (+/-)	Bolton Council - Magnitude of impact post mitigation (extent of population exposure to impact)		Differential/ Disproportionate	Justification for assessment outcome/ Reason for difference in impact from GM assessment
			GM	Bolton		
						reported experiencing antisocial behaviour or a disturbance in the last 12 months. Therefore there could be greater reliance of private hire vehicles in comparison to public transport. ²¹
	Affordability	-	N/A	Low/Medium	Differential	Any additional price increases by PHV could potentially impact this characteristic.
Marriage & civil partnership	No equality impact					
Socio-Economic	Air Quality	+	Not assessed by GM	High	Disproportionately	<p>Across the country, areas with higher concentrations of poorer households have the higher concentrations of traffic-related pollution, while emitting the least nitrogen oxides & particulate matter.²²</p> <p>Many of Bolton's Air Quality Management Areas located near to where people live are located in the borough's more deprived areas.²³</p>

²¹ GMCA. (2021) *The Impact of Covid-19 on LGBTQ+ People in Greater Manchester*. Available at: [The Impact of Covid-19 on LGBTQ+ People in Greater Manchester \(googleusercontent.com\)](#) (Accessed: 18th June 2021).

²² Barnes H, Chatterton TJ, Longhurst WS. (2019). *Emissions vs exposure: Increasing injustice from road traffic-related air pollution in the United Kingdom*. Transportation Research Part D: Transport and Environment, 73, p56-66. Available at: <https://www.sciencedirect.com/science/article/pii/S1361920919300392>. (Accessed 15th April 2021).

²³ GMCA (2021). *Mapping GM*. Available at: [GM Open Data Infrastructure Map | MappingGM](#). (Accessed 15th April 2021).

Protected characteristic	Assessment topic	Impact (+/-)	Bolton Council -Magnitude of impact post mitigation (extent of population exposure to impact)		Differential/ Disproportionate	Justification for assessment outcome/ Reason for difference in impact from GM assessment
			GM	Bolton		
	Access ibility	-	Not assessed by GM	Medium	Disproportionate	<p>During the second lockdown period, people in deprived areas are three times more likely to use public transport for essential travel. Furthermore, people living in the most deprived areas are less likely to be able to work from home and are more reliant on public transport.²⁴</p> <p>People in households with lower incomes are more likely to not own a car/ van, while people in households with higher incomes are more likely to own 2 or more cars/ vans.²⁵</p> <p>Therefore, any changes in provision would have a disproportionate impact on this low socio-economic group.</p>
	Afford ability	-	Not assessed by GM	Medium	Disproportionate	<p>Bolton residents, that are from low socio-economic backgrounds are from our more deprived wards are more reliant on public transport, so any ticket price increases would be disproportionately experienced by these groups.</p>

²⁴ Aldridge, R et al. (2021) *UCL Covid-19 Virus Watch study*. Available at: <https://www.ucl.ac.uk/news/2021/jan/people-deprived-areas-3-times-more-likely-use-public-transport-essential-travel>. (Accessed 4th May 2021)

²⁵ DfT (2020). *Statistical data set: Travel by vehicle availability, income, ethnic group, household type, mobility status and NS-SEC. Household car availability by household income quintile: England*. Available at: <https://www.gov.uk/government/statistical-data-sets/nts07-car-ownership-and-access>. (Accessed 5th March 2021).

2.3 'Hot-spots' in Bolton

Based on the baseline collated for Bolton the following geographical and protected characteristic 'hot-spots' have been identified. Geographical hotspots refer to areas which have a higher than average proportion of people with protected characteristics (of all types) whereas protected characteristic hot-spots refer to areas within Bolton that have particularly high numbers of a particular protected characteristic.

2.3.1 Geographical 'hot-spots' in Bolton

- Crompton
- Rumworth
- Great Lever
- Halliwell
- Harper Green
- Town Centre

These areas of the borough have higher ethnically diverse communities. In addition, these geographical areas are situated in areas of deprivation, that may also see the greatest positive impact of the scheme, in terms of improved air quality, but could be impacted financially.

2.3.2 Protected characteristic 'hot-spots' in Bolton

- Socio-economic and religious hotspots vary from those outlined by the Greater Manchester EqIA, due to the demographics within Bolton.
- Other ethnically diverse communities have been identified, via ownership, including a large Eastern European community and smaller traveller communities. There is limited information about possible impacts due to the lack of engagement in the consultation, so this will need to be monitored further.
- Horsebox owners have been identified due to their engagement in the consultation.
- Motorhome owners have been identified, but we're awaiting further consultation data to see what impact this will have on particular groups.

2.4 Actions to be taken by Bolton

Actions will be taken to review and assess the potential negative impacts that are specific to our borough. These can be described as follows: -

2.4.1 Mitigation for potential equality impacts identified

Mitigations by Bolton Council to include:

- A range of exemptions, concessions and supporting measures are proposed, with a particular emphasis on mitigating any impacts on vulnerable groups (see concessions list below).
- Detailed communications and marketing planned developed and implemented, ensuring those impacted are made aware of the scheme. Imagery, messaging & supporting interventions associated with schemes should include a diverse range of people to reflect those characteristics impacted.
- Engagement with Vision Partners and Bolton Council stakeholders, ensuring clear and concise messages about the Programme are accessible to those service users impacted.
- Engagement with Business Bolton to ensure business owners impacted by the scheme are supported and made aware of the concessions available.
- Implementation of alternative modes of transport, including investment from the Active Travel Fund for cycle lanes.
- Links to borough wide strategies, including Climate Change Strategy and Hate Crime Plan/pilot project.

Mitigating measures delivered as part of the CAZ Programme:

- **The Clean Bus Fund** aims to mitigate against potential financial impacts on bus service providers, that could result in a reduction in or increase in the cost of bus services caused by the charging.
- **The Clean Commercial Vehicle Fund** proposes to offer businesses financial support to replace or retrofit non-compliant vehicles, reducing the impact of possible charges on their service provision.
- **The Clean Taxi Fund** proposes to offer replacement grants to support the purchase of compliant or zero emission capable hackneys and PHVs (both Wheelchair Accessible Vehicles (WAV) and non- WAV) and retrofit grants of up to £5k for the retrofit of hackneys or PHVs.
- **Vehicle Finance:** For all vehicle types impacted by the CAZ except buses, vehicle finance will be available to support the purchase of a compliant vehicle, providing access to affordable finance for those that require assistance.

- **Taxi Specific Electric Vehicle Infrastructure:** The provision of 40 rapid electric vehicle charging points across GM, to be used specifically by taxis and PHVs.

2.4.2 Monitoring of potential equality impacts identified

- Monitoring uptake of mitigation measures, particularly where language may be a barrier.
- Monitor particular communities that may not have engaged in the consultation process but could potentially be impacted by the scheme.
- Monitor impact to motorhome owners (consultation data not yet available)
- Impact on van ownership, where particular characteristics have not yet been identified.
- Monitoring positive impacts through regular reviews.

2.4.3 Review of potential equality impacts identified

Particular impacts, in addition to those outlined by GM, are to the following characteristics:

- Religion
- Socio-economic
- Gender – Women (horse-box owners / own occupiers / businesses)
- Age – Motorhome owners / as well as impact on tourism
- Race – particularly minority communities that could be impacted as a result of the scheme (and have not engaged in the consultation to highlight their concerns).

2.4.4 Outline local monitoring and review plan.

- Monitor EIA 6 – 12 months after implementation to ensure the mitigations are still relevant for the groups identified.
- Monitoring uptake of mitigation measures after 6 -12 months.