



Equality Analysis

°ÄÄÄiïÄ²Ê Analysis Report

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| EA Name | °ÄÄÄiïÄ²Ê Cycle Revolution (Bid 2) |
| Directorate | Economy |
| Service Area | Transportation Services Growth And Transportation |
| Type | New/Proposed Function |
| EA Summary | <p>The proposed bid seeks funding to support further development of the °ÄÄÄiïÄ²Ê Cycle Revolution to create improved networks for cyclists within approximately 20minute cycle of the Ring Road.</p> <p>The programme of works includes infrastructure measures on certain main corridors, quieter parallel routes, canal network and green routes (through parks and public open spaces). The programme also includes cycle loans and extension to existing 20mph speed limit proposals.</p> |
| Reference Number | EA000151 |
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Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Overall Purpose

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Function.

2 Overall Purpose

2.1 What the Activity is for

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| <p>What is the purpose of this Function and expected outcomes?</p> | <p>The function will provide new cycle routes within the 'Cycle Revolution' project boundary. The routes will include provision on main corridors, parallel routes on quieter 'back streets' away from the busier main roads/corridors, improvements to the canal towpaths and extension to the off road/green routes network. The expected outcomes will encourage more people to cycle more often and help more people to be able to use and access the canal towpaths and green public open spaces across the city.</p> <p>The proposals will support the City Councils policy objectives outlined in the Council Business Plan and Budget 2013+, the Leaders Policy Statement 2013, and Birmingham 2026 Our Vision for the Future, in particular for a prosperous city built on an inclusive economy and tackling inequality and deprivation by improving transport links to employment, training opportunities and local services.</p> <p>The programme supports the key outcomes to succeed economically, stay safe in a clean, green city, be healthy, and enjoy a high quality of life.</p> <p>The measures will support the aspirations of the emerging 'Development Plan (BDP)' and 'Mobility Action Plan (BMAP)'. The works support the recommendations of the Transport, Connectivity & Sustainability Overview and Scrutiny Committee (TCS O&S) report, Changing Gear, Transforming Urban Movement Through Walking & Cycling in the city.</p> <p>The proposals will also support priorities from the 'Climate Change Action Plan 2010+' particularly reducing the environmental impact of the city's mobility needs through Low Carbon Transport.</p> |
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For each strategy, please decide whether it is going to be significantly aided by the Function.

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| Public Service Excellence | No |
| Fairness | Yes |
| <p>Comment Improving cycle facilities will benefit citizens who do not own a car. Increased uptake of cycle usage will reduce congestion which will benefit all citizens.</p> | |
| Prosperity | Yes |

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| <u>Comment</u> The function will help improve access to employment and training opportunities, will widen the available labour market to employers and reduce congestion. | |
| Democracy | No |

2.2 Individuals affected by the policy

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| Will the policy have an impact on service users/stakeholders? | Yes |
| <u>Comment</u> Positive benefits for cycling stakeholders and for other stakeholders using the cycle routes. No negative impacts. | |
| Will the policy have an impact on employees? | No |
| Will the policy have an impact on wider community? | Yes |
| <u>Comment</u> Wider community benefits in terms of reduced congestion, improved air quality and healthier lifestyles. | |

2.3 Analysis on Initial Assessment

The Cycle Revolution (BCR2) project is aimed at encouraging cycling by providing on-road and off-road routes (including canal towpaths). In addition, the other elements of the BCR project will include cycle loans and financial contribution to the roll out of the 20mph speed limits. (See separate Equality Assessment for 20mph roll out - ref: EA000090). Some of this will be targeted at less experienced cyclists, those in more deprived areas and parts of the city with low cycling rates at the moment.

This initial Equality Assessment is for the bid stage of the project and will be reviewed should funding be awarded. As part of the project, no protected characteristic group would be impacted negatively from the scheme. However, the protected characteristic group listed here have been identified as potentially benefiting positively; Disability, Age, Gender and Race.

3.1 Age

3.1.1 Age - Differential Impact

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| Age | Relevant |
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3.1.2 Age - Impact

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| Describe how the Function meets the needs of Individuals of different ages? | Providing improved cycling facilities will particularly benefit children and older cyclists, who may be less confident in cycling on busy roads. |
| Do you have evidence to support the assessment? | No |
| Do you plan to collect any evidence? | No |
| Have you received any other feedback about the Function in meeting the needs of Individuals of different ages? | Yes |
| Please record the nature of such feedback. | Feedback from cycle groups (including cycle forum) regarding encouraging less experienced cyclists to cycle more. |
| You may have evidence from more than one source. If so, does it present a consistent view? | Yes |
| Is there anything about the Function and the way it affects Individuals of different ages which needs highlighting? | No |

3.1.3 Age - Consultation

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| Have you obtained the views of Individuals of different ages on the impact of the Function? | No |
| If not, why not? | There are no plans to consult relevant individuals |
| Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals of different ages? | Yes |
| If so, how did you obtain these views? | From cycle groups and at cycle forums. |
| Is there anything about the Function and the way it affects Individuals of different ages which needs highlighting? | No |

3.1.4 Age - Additional Work

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| Do you need any more information to complete the assessment? | No |
| Please explain how individuals may be impacted. | Vulnerable road users, including the young and elderly, are disproportionately represented in statistics on injuries and road traffic casualties. Any move to reduce the number and fear of accidents will benefit those groups which improved cycle (and walking) facilities can provide. |

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| Please explain how. | Cyclists from different age groups are more likely to be able to cycle together. In addition, vulnerable road users, including the young and elderly, are disproportionately represented in statistics on injuries and road traffic casualties. Any move to reduce the number and fear of accidents will benefit those groups. |
| Is there any more work you feel is necessary to complete the assessment? | No |
| Do you think that the Function has a role in preventing Individuals of different ages being treated differently, in an unfair or inappropriate way, just because of their age? | Yes |
| Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it? | Yes |

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3.2 Disability

3.2.1 Disability - Differential Impact

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| Disability | Relevant |
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3.2.2 Disability - Impact

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| Describe how the Function meets the needs of Individuals with a disability? | Some of the routes will be on quieter and/or off road locations which could particularly benefit disabled cyclists and those with non-standard bikes. |
| Do you have evidence to support the assessment? | No |
| Do you plan to collect any evidence? | Yes |
| What evidence will be collected and when? | We will consult with groups representing disabled people as part of the implementation of the routes if the bid is successful. |
| Have you received any other feedback about the Function in meeting the needs of Individuals with a disability? | Yes |
| Please record the nature of such feedback. | Comments from cycle groups have been received at cycle forums. |
| You may have evidence from more than one source. If so, does it present a consistent view? | Yes |
| Is there anything about the Function and the way it affects Individuals with a disability which needs highlighting? | No |
| Comment Not all routes will be suitable for individuals with a disability because of physical constraints and heavy traffic levels on main corridors. The long term intention is to have at least one quieter route parallel to every main corridor suitable for all users, and the current bid works towards this goal. Access barriers to some of the canal and green routes can affect ease of access for non-standard bikes and wheelchair/mobility scooters. Access barrier locations and types will be reviewed as part of the design process. | |

3.2.3 Disability - Consultation

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| Have you obtained the views of Individuals with a disability on the impact of the Function? | No |
| If not, why not? | There are plans to consult relevant individuals |
| Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals with a disability? | Yes |
| If so, how did you obtain these views? | From cycle groups and at the cycle forums. |
| Is there anything about the Function and the way it affects Individuals with a disability which needs highlighting? | No |

3.2.4 Disability - Additional Work

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| Do you need any more information to complete the assessment? | No |
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| Please explain how. | Encouraging cyclists with disabilities will help raise the profile of these groups and help mix with other cyclists and help foster good relations. |
| Is there any more work you feel is necessary to complete the assessment? | No |
| Do you think that the Function has a role in preventing Individuals with a disability being treated differently, in an unfair or inappropriate way, just because of their disability? | No |
| Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it? | Yes |
| Do you think that the Function will take account of disabilities even if it means treating Individuals with a disability more favourably? | Yes |
| Do you think that the Function could assist Individuals with a disability to participate more? | Yes |
| Do you think that the Function could assist in promoting positive attitudes to Individuals with a disability? | Yes |

3.3 Gender

3.3.1 Gender - Differential Impact

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| Gender | Relevant |
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3.3.2 Gender - Impact

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| Describe how the Function meets the needs of Men and women? | It would be an objective to encourage more females to cycle as this group is currently under-represented. |
| Do you have evidence to support the assessment? | Yes |
| Please record the type of evidence and where it is from? | The information is available in the current census. |
| Have you received any other feedback about the Function in meeting the needs of Men and women? | No |
| You may have evidence from more than one source. If so, does it present a consistent view? | Not applicable |
| Is there anything about the Function and the way it affects Men and women which needs highlighting? | No |

3.3.3 Gender - Consultation

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| Have you obtained the views of Men and women on the impact of the Function? | No |
| <u>Comment</u> This would be covered by general consultation where views are invited from both genders. | |
| If not, why not? | There are no plans to consult relevant individuals |
| Have you obtained the views of relevant stakeholders on the impact of the Function on Men and women? | Yes |
| If so, how did you obtain these views? | From cycle groups and cycle forum. |
| Is there anything about the Function and the way it affects Men and women which needs highlighting? | No |

3.3.4 Gender - Additional Work

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| Do you need any more information to complete the assessment? | No |
| Is there any more work you feel is necessary to complete the assessment? | No |
| Do you think that the Function has a role in preventing Men and women being treated differently, in an unfair or inappropriate way, just because of their gender? | No |

3.4 Race

3.4.1 Race - Differential Impact

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| Race | Relevant |
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3.4.2 Race - Impact

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| Describe how the Function meets the needs of Individuals from different ethnic backgrounds? | The proposed routes go through some disadvantaged areas and so the project will encourage cycling amongst communities which are ethnically mixed and/or socially deprived and which may have a low cycle usage at the moment. |
| Do you have evidence to support the assessment? | Yes |
| Please record the type of evidence and where it is from? | Census information |
| Have you received any other feedback about the Function in meeting the needs of Individuals from different ethnic backgrounds? | No |
| You may have evidence from more than one source. If so, does it present a consistent view? | Not applicable |
| Is there anything about the Function and the way it affects Individuals from different ethnic backgrounds which needs highlighting? | No |

3.4.3 Race - Consultation

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| Have you obtained the views of Individuals from different ethnic backgrounds on the impact of the Function? | No |
| If not, why not? | There are no plans to consult relevant individuals |
| <u>Comment</u> Residents in ethnically mixed areas will have the opportunity to comment on the proposals at design stage if the bid is successful. | |
| Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals from different ethnic backgrounds? | Yes |
| If so, how did you obtain these views? | At the Cycle Forum event which was widely promoted to the cycling community. |
| Is there anything about the Function and the way it affects Individuals from different ethnic backgrounds which needs highlighting? | No |

3.4.4 Race - Additional Work

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| Do you need any more information to complete the assessment? | No |
| Please explain how. | Cycle improvements will be made in areas with different social and ethnic mixes encouraging more people in these areas to cycle. |
| Is there any more work you feel is necessary to complete the assessment? | No |

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| Do you think that the Function has a role in preventing Individuals from different ethnic backgrounds being treated differently, in an unfair or inappropriate way, just because of their ethnicity? | No |
| Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it? | Yes |

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3.5 Concluding Statement on Full Assessment

The Cycle Revolution (BCR2) bid seeks to promote sustainable travel options by increasing the attractiveness of cycling, which will contribute towards: improving health and the environment, reducing car usage, and improving connectivity for households without a car. Many of the measures will also benefit pedestrians, public transport users and road safety.

When undertaking this EA all of the protected groups and their needs have been considered. Overall the proposed measures do not have any identified negative impacts on any of the protected groups, and have the potential to benefit some of those groups. Further equality assessments will be carried out on individual routes if the bid is successful.

4 Review Date

02/03/15

5 Action Plan

There are no relevant issues, so no action plans are currently required.

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