

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Birmingham Cycle Revolution Phases 2 & 3
Directorate	Economy
Service Area	Transportation Services Access & Development
Type	New/Proposed Function
EA Summary	<p>Birmingham Cycle Revolution (BCR) Phases 2 & 3 support further development of improved cycle networks and supporting measures to encourage more people to cycle more often. This builds on the Birmingham Cycle Revolution Phase 1 project.</p> <p>BCR Phases 2 & 3 includes infrastructure measures on certain main corridors, quieter parallel routes, canal towpath and access improvements, more green routes (through parks and public open spaces), City Centre route improvements, Local Links, 20mph limits and other supporting measures including; cycle parking/hubs, cycle hire (Brompton Docks), private cycle parking grants (Top Cycle Locations) and Big Birmingham Bikes.</p> <p>This EA will be further developed for the individual schemes as part of the options appraisal and Full Business Case process.</p>
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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

What is the purpose of this Function and expected outcomes?	<p>The Birmingham Cycle Revolution (BCR) is a project which seeks to increase cycling levels across Birmingham over the next 20years.</p> <p>This Equality Analysis (EA) complements to previous EAs which have been undertaken as part of the BCR1 programme of works. BCR Phases 2 & 3 will include provision for cyclists on main corridors, parallel routes on quieter 'back streets' away from the busier main roads/corridors, improvements to the canal towpaths, extension to the off road/green routes network and other supporting measures including 20mph speed limits, cycle parking/cycle hubs, cycle hire (Brompton Docks), private cycle parking grants (Top Cycle Locations - which is a grant available for private companies to bid for to spend on cycle facilities in their premises for staff to use) and Big Birmingham Bikes (where bikes are made available for people to use for no charge over a longer period of time).</p> <p>The expected outcomes will encourage more people to cycle more often and help more people to be able to use and access the cycle network across Birmingham.</p> <p>The proposals will support the City Council's policy objectives outlined in the Council Business Plan and Budget 2015+, the Leaders Policy Statement 2014 and Birmingham 2026 Our Vision for the Future (in particular for a prosperous city built on a prosperous and democratic economy and tackling inequality and deprivation by improving transport links to employment, training opportunities and local services).</p> <p>The programme supports the key approach of the council to 'make a positive difference every day to people's lives' with the outcome to be fair, prosperous and democratic city.</p> <p>The measures of BCR Phases 2 & 3 will support the aspirations of the emerging Birmingham Development Plan (BDP) and Birmingham Connected. 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 Birmingham.</p> <p>BCR Phases 2 & 3 also supports the Birmingham Health and Wellbeing Strategy (which was adopted in 2013) by getting more more phyiscally active. The strategy sets out the priorities for the Birmingham Health and Wellbeing Board. These priorities are grouped into three key areas; to improve the health and wellbeing of our most vulnerable adults and children in need; to improve the health and wellbeing of children; and to improve the resilience of our health and care system.</p>
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For each strategy, please decide whether it is going to be significantly aided by the Function.

Public Service Excellence	No
Fairness	Yes

Prosperity	Yes
Democracy	No

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
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 Birmingham Cycle Revolution (BCR) project is aimed at encouraging cycling by providing on road, off road routes (including canal towpaths) particularly through disadvantaged areas. These are beneficial to less experienced cyclists, including younger, older and female cyclists who currently make up a disproportionately low number of all cyclists. In addition, there are other elements of the BCR project which include; Smarter Choice/supporting measures covering; cycle loans, private cycle parking grants (Top Cycle Locations) and cycle hire (Brompton Docks). 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 Equality Assessment supports the BCR Phases 2 & 3 Project Definition Document and Cabinet Report for programme approval. At this stage the protected characteristic groups listed below have been identified as potentially being affected by the BCR Phases 2 & 3.

Disability:

The aim of the project is to provide routes which will benefit disabled cyclists by creating more dedicated provision and also provide better access to the public open spaces and canal towpaths. However, it is also recognised that where shared footways are used as part of routes, this could have a less positive impact for disabled pedestrians/bus passengers. To ensure the needs of all disabled users are addressed in such areas national guidance and the emerging Birmingham Cycle Design Guide will be followed including the implementation of tactile paving where necessary. In addition detailed outstanding consultation with stakeholders will be undertaken and any other issues will be addressed at the design stage.

Age:

BCR Phases 2 & 3 aims to provide differing types of route to the benefit of the young and elderly. It will provide confidence to less experienced cyclists of all ages and abilities to use routes as it will give the knowledge and understanding that all the routes (including the green routes and canal towpaths) are linked with the wider cycle network. Locations where routes cross the highway for example, will have an appropriate level of crossing control for users.

Gender:

The aim of the project is to link up all the route types which will particularly benefit female cyclists who maybe less confident and/or less experienced cyclists, and currently make up a disproportionately low number of all cyclists.

Race:

BCR Phases 2 & 3 will aim to link up areas and cycle routes through relatively disadvantaged areas. The BCR 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.

3.1 Age

3.1.1 Age - Differential Impact

Age	Relevant
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3.1.2 Age - Impact

Describe how the Function meets the needs of Individuals of different ages?	<p>The development of the cycle route infrastructure and supporting measures will benefit people of all ages, but in particular younger and older cyclists who perhaps are less confident at cycling on the road where there are no facilities or set routes.</p> <p>Providing a mix of different types of route and supporting measures will cater for different ages. For example providing dedicated on and off road cycle facilities will provide space which is protected for cyclists. This type of facility is more attractive for young and elderly cyclists to use.</p>
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	Statistical evidence from the census (and previous TravelWise surveys) on who is more likely to cycle, which tends to be fewer younger and older people. Comments have also been received from previous consultations on schemes for cyclists and pedestrians where the lack of facilities have prevented younger and older people from cycling.
Have you received any other feedback about the Function in meeting the needs of Individuals of different ages?	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 of different ages which needs highlighting?	No

3.1.3 Age - Consultation

Have you obtained the views of Individuals of different ages on the impact of the Function?	Yes
If so, how did you obtain these views?	Initial consultation on the BCR Phases 2 and 3 principles were obtained at cycle forums where cycling groups and individuals were invited to attend and express their views. More detailed consultation will occur as elements of the BCR programme move forward to the Full Business Case stage.
Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals of different ages?	No

If not, why not?	There are no plans to consult relevant stakeholders
<u>Comment</u> Residents of all ages will have the opportunity to comment on proposals as part of the public consultation prior to Full Business Case approval.	
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

Do you need any more information to complete the assessment?	No
Please explain how individuals may be impacted.	It will help open up cycling and access for all users, regardless of age, to use and enjoy the cycle network for Birmingham.
Please explain how.	It will enable users of differing ages (and other protected character groups) to use and share the cycle network confidently together.
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

3.2 Disability

3.2.1 Disability - Differential Impact

Disability	Relevant
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3.2.2 Disability - Impact

Describe how the Function meets the needs of Individuals with a disability?	<p>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. In addition, some of the support measures i.e. Big Birmingham Bikes will seek to support the needs of disabled cyclists.</p> <p>Confidence for people with a disability who want to cycle is likely to increase if they know and feel that cycle infrastructure can separate them from busy traffic or routes go via less trafficked roads. The ability to get around safely and affordably increases opportunities for work and socialising. With low accessibility people can become lonely. Social isolation has been linked to poor mental and physical health and mortality. Health promoting activities like cycling and being outdoors are encouraged if good infrastructure is in place, which is what the BCR project seeks to deliver. This can also build a positive spiral of increased activity bringing reduced illnesses from diseases associated with obesity, heart disease and stress.</p>
Do you have evidence to support the assessment?	Yes

<p>Please record the type of evidence and where it is from?</p>	<p>The Marmot Review- Fair Society, Healthy Lives 2009.</p> <p>Strategic Review of Health Inequalities in England post 2010.</p> <p>Census data on how people with disabilities travel to work - http://www.ons.gov.uk/ons/search/index.html?newquery=CT0325. Data shows that for Birmingham of the 423,691 residents who travel to work, 33,483 are registered with a disability (or long term health issue) and of these, 323 cycle to work. (According to the Census 2011, there are 6458 people in total that cycle in Birmingham).</p> <p>Dr Aldred's (Senior Lecturer at Westminster University) analysis of the 2011 Census (cited at: www.disabilitynewsservice.com/2014/12/commuting-help-needed-disabled-cyclists) also revealed that 1 in 20 cycling commuters is disabled and that disabled people are only about 25 per cent less likely to cycle to work than non-disabled people. The proportion of disabled people who cycle to work ranges from 0.2 per cent to 25.9 per cent across all English and Welsh local authorities. (This research also stated that the figures could even underestimate the number of disabled cyclists, because the relevant census question refers only to commuting by bicycle, rather than including trikes and handcycles).</p>
<p>Have you received any other feedback about the Function in meeting the needs of Individuals with a disability?</p>	<p>No</p>

Comment

Most cycle routes will be developed within the existing road boundary, however, there are some locations where shared use footways between cyclists and pedestrians will need to be developed. This has been raised as a concern by local ward councillors and some other stakeholders (i.e. Guide Dogs) in previous BCR approvals. In these locations individuals with a hearing and/or visual impairment might feel that cyclists on the shared footway will reduce their confidence in using these shared paths. When such measures are proposed, the measures will be developed to national adopted design standards (and the emerging Birmingham Cycle Design Guide) and in consultation with residents.

In addition, signage requesting cyclists to give way to other users will be included in locations where it is felt necessary/or where concerns have been raised.

It should be noted that cyclists and other users all currently use shared paths across the city and conflict between users is very limited. However, this will be kept under review and monitored.

The BCR project will maintain a balance between the needs of disabled cyclists and other vulnerable road users. For example, any shared-use areas must reflect the needs of disabled and elderly pedestrians and access to bus stops must be maintained as more disabled people walk or use the bus than are likely to cycle.

The BCR project will also consider impact on disabled drivers and try to avoid any loss of disabled car parking spaces when new routes are being proposed. Each of the individual schemes would mitigate against any need to remove disabled car parking through reallocation of parking spaces in consultation with any individuals affected.

As part of the BCR design process, disabled cyclists will be accommodated by, for example, making cycle lanes wide enough for non-standard bikes where possible, particularly where the cycle lanes are segregated by solid kerbs.

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

3.2.3 Disability - Consultation

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
<u>Comment</u> Stakeholder groups (including Access Committee, BNIB and Guide Dogs) will be consulted as part of the options appraisal stage. Disabled people will have the opportunity to comment on proposals as part of the public consultation prior to Full Business Case approval.	
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 who support the approach of BCR Phases 2 & 3.
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

Do you need any more information to complete the assessment?	No
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Please explain how.	It will make this protected character group more confident to use the local road network and so make them more visible and able to integrate more with their local community.
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

Gender	Relevant
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3.3.2 Gender - Impact

Describe how the Function meets the needs of Men and women?	The project will provide dedicated cycle route provision and supporting measures which will either protect space for cyclists, use less busy roads or provide a package of supporting measures e.g. 'Women on Wheels' initiative. This will particularly benefit female cyclists who maybe less confident and/or less experienced to cycle on existing busy roads in the city where there is limited cycle infrastructure. Women currently make up a disproportionately low number of all cyclists in Birmingham.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	2011 Census Travel to Work information, TravelWise survey data and stakeholder group sessions.
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?	Yes
Is there anything about the Function and the way it affects Men and women which needs highlighting?	No

3.3.3 Gender - Consultation

Have you obtained the views of Men and women on the impact of the Function?	Yes
If so, how did you obtain these views?	From individuals who attended cycle forums.
<u>Comment</u> All residents, regardless of gender, will have the opportunity to comment on proposals as part of the public consultation prior to Full Business Case approval.	
Have you obtained the views of relevant stakeholders on the impact of the Function on Men and women?	No
If not, why not?	No relevant stakeholders identified
Is there anything about the Function and the way it affects Men and women which needs highlighting?	No

3.3.4 Gender - Additional Work

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
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3.4 Race

3.4.1 Race - Differential Impact

Race	Relevant
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3.4.2 Race - Impact

Describe how the Function meets the needs of Individuals from different ethnic backgrounds?	BCR Phases 2 & 3 will provide routes and supporting measures (i.e. cycle parking hubs and Big Birmingham Bikes) in areas with ethnically diverse communities. These areas of the city tend to also have higher concentrations of deprivation, higher unemployment levels and lower car ownership (when compared to the City and national averages). Therefore the BCR Phases 2 & 3 will have programmes of work to help link up and provide enhanced access for communities in these locations to access employment, education and other social opportunities by bicycle.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	- Census 2014 - ward output areas and travel to work patterns - Leader's Policy Statement and supporting 'Pattern of Deprivation' plan for Birmingham
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

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 of all race will have the opportunity to comment on proposals as part of the public consultation prior to Full Business Case approval.	
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 regular Cycle Forum Stakeholders meetings (with the last one being in January 2015) which is promoted to the key stakeholders in the cycling community. More detailed consultation at detailed design stage will seek views from relevant stakeholders, including from local community group members.
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

Do you need any more information to complete the assessment?	No
Please explain how.	The project will help raise the profile of the protected character group by encouraging more people from ethnic minority backgrounds to cycle more for shorter journeys. This will help foster good community relations by making the protected character group more visible to persons who do not share the same protected characteristic.
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 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

3.5 Concluding Statement on Full Assessment

Birmingham Cycle Revolution (BCR) Phases 2 & 3 are programmes which seek to increase cycling levels across Birmingham over the next 20 years. BCR Phases 2 & 3 seek to build on the current BCR1 project and consist of a similar work programme. There are numerous work packages under the themes of Main Corridors, Parallel Routes, City Centre, Green Routes, Canal Works, Local Links and Supporting Measures including: cycle parking/hubs, cycle hire (Brompton Docks), private cycle parking grants (Top Cycle Location) and Big Birmingham Bikes.

This Equality Analysis (EA) forms the overarching EA to support the development of the various elements of the project as outlined above. This EA will be further developed as part of the development of each scheme and reported at Full Business Case stage.

The outcome from BCR Phases 2 & 3 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. This will be achieved by providing road space for cyclists, dedicated traffic free routes and supporting measures.

When undertaking this EA all of the identified protected characteristic groups and their needs have been considered. Overall the proposed measures do not have any identified negative impacts, and have the potential to benefit some of those groups.

Routes will be built to accommodate disabled cyclists where possible and will aim to provide improved cycle facilities for all users but may particularly benefit older, younger and female cyclists who are currently less likely to cycle where they have to mix with busy traffic. Ensuring minimum standards for pedestrians are met will also avoid detriment to elderly, infirm and disabled pedestrians who may be concerned over sharing space with cyclists where proposals included shared footways. This also has included identifying the impact on disabled people at bus stops and disabled parking issues. Where shared footways are proposed or where there is an identified impact on disabled parking consultations with groups representing disabled and/or visually impaired people and individuals have been considered and addressed.

All cycle measures will be designed to recognised national standards and best practice, including the emerging Birmingham Cycle Design Guide.

4 Review Date

31/03/16

5 Action Plan

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