

Title of proposed EIA	Assessment of the equality issues relating to the Birmingham Walking and Cycling Strategy and Infrastructure Plan
Reference No	EQUA403
EA is in support of	New Policy
Review Frequency	Two Years
Date of first review	01/01/2021
Directorate	Inclusive Growth
Division	Planning Policy
Service Area	Transport Policy
Responsible Officer(s)	■ Naomi R Coleman
Quality Control Officer(s)	■ Janet L Hinks
Accountable Officer(s)	■ Uyen-Phan Han
Purpose of proposal	To seek approval of the Birmingham Walking and Cycling Strategy and Infrastructure Plan
Data sources	Survey(s); Consultation Results; relevant reports/strategies
Please include any other sources of data	
***ASSESS THE POTENTIAL IMPACT AGAINST THE PROTECTED CHARACTERISTICS***	
Protected characteristic: Age	Wider Community
Age details:	<p>The needs of different age groups vary significantly with regards to walking and cycling accessibility.</p> <p>The strategy includes a variety of actions to widen accessibility specifically for children and young people and those with age related mobility constraints.</p> <p>Age related themes identified in the consultation and ways that the Strategy can support or mitigate these are listed below:</p> <ul style="list-style-type: none"> <li>• Concern over lack of suitable cycling routes for young children. Suggestions for safer crossings, shared pavements, segregated routes and traffic-free zones – the Infrastructure Plan includes proposals for a</li> </ul>

range of new and safer routes.

- Prioritise new facilities near schools – the Infrastructure Plan priorities include schools.
- Manage traffic to reduce impact of air pollution on children – more information has been added on School Streets to the Strategy Policy on traffic management and enforcement.
- Tackle schools and parents driving children to school – more information has been added regarding School Streets.
- Encourage children to cycle to school - add more information has been added to the Strategy Policy on Schools, business and local community.
- Address personal safety - parks and local roads need to be safer for teenagers and children (need more community police, old style park wardens) – more information has been added in the Strategy Policies for enabling walking and cycling.
- The scope of the strategy has been widened regarding leisure uses for walking and cycling infrastructure to address physical activity concerns amongst young people.

Protected characteristic: Disability

Disability details:

Wider Community

Those with disabilities can require particular types of infrastructure to enable walking and cycling.

The strategy includes a variety of actions to upgrade and improve

infrastructure and ensure that people with disabilities are included in the design process and their needs are fully considered.

Disability related themes identified in the consultation and ways that the Strategy can support or mitigate these are listed below:

- Needs greater recognition of mobility problems and elderly people – more explicit references have been added for people with disabilities and inclusive design
- Need to improve public transport – core walking zones and local cycling networks will focus on improvements to link with public transport hubs
- Prioritise new facilities round key public services such as doctors, hospitals, bus stops, taxi ranks, disabled parking, shopping areas, schools, community centres - core walking zones and local cycling networks will focus on improvements to link with public transport hubs and local services
- Importance of retaining disabled parking – outside the scope of this Strategy but comments have been passed on to colleagues working on parking policy.
- Help disabled people to purchase electric vehicles – outside the scope of this Strategy.
- Prosecute offenders for parking cars on paths and junctions (extensive pavement parking prevents movement of people in wheelchairs, mobility

scooters, pushchairs etc.) – the Strategy includes an action to target pavement parking

- Use bollards rather than cycle barriers – the Strategy includes an action to remove barriers
- Provide ramps rather than steps – more information has been added about step-free access
- Improve dropped kerbs at crossings and uneven pavements – the Strategy includes actions on route maintenance. More information has been added about step-free access
- Support the scale up of Park Ride and increase access to adapted bikes for people with physical and mental health issues - the Strategy includes actions to expand opportunities to access adapted bikes and participate in events such as Park Ride, as well as acknowledging the need for infrastructure design which accommodates adapted bikes.

Protected characteristic: Gender

Gender details:

Wider Community

Some feedback from the consultation exercise identified that women may feel more vulnerable in terms of personal safety whilst walking and cycling.

The strategy will have a positive impact regarding personal safety implications, whether gender specific or not. Infrastructure improvements proposed in the strategy will improve the

	environment for walking and cycling and minimise risk through lighting, natural surveillance and design.
	The strategy has been updated following consultation feedback to make explicit reference to personal safety and includes a new policy in relation to this.
Protected characteristics: Gender Reassignment	Not Applicable
Gender reassignment details:	
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Marriage and civil partnership details:	
Protected characteristics: Pregnancy and Maternity	Not Applicable
Pregnancy and maternity details:	
Protected characteristics: Race	Not Applicable
Race details:	
Protected characteristics: Religion or Beliefs	Not Applicable
Religion or beliefs details:	
Protected characteristics: Sexual Orientation	Not Applicable
Sexual orientation details:	
Please indicate any actions arising from completing this screening exercise.	Following an initial screening exercise, a comprehensive public consultation exercise took place to ensure that stakeholders representing the needs of different age groups and different types of disability were engaged and their views have now been taken into account for the final version of the strategy, as detailed above.
Please indicate whether a full impact assessment is recommended	YES
What data has been collected to facilitate the assessment of this policy/proposal?	A comprehensive public consultation exercise took place with 524 online survey responses received and analysed.
Consultation analysis	There were 524 online survey responses <ul style="list-style-type: none"> <li>4% of individuals responding to the survey were under 25 years old, 60% were aged 25-49, 32% were over 50 and 4%</li> </ul>

preferred not to say or did not respond.

- 58% were male, 36% were female and 6% preferred not to say or did not respond.
- 14% had physical or mental health conditions or illnesses lasting for 12 months or more.
- In terms of ethnicity, 83% of people responding were white, 9% were from other ethnic groups and 8% preferred not to say or did not respond.

Written responses were also received from organisations representing those with disabilities.

All responses were analysed and changes were made to the strategy as detailed above.

Adverse impact on any people with protected characteristics.

No specific adverse impacts were identified regarding people with protected characteristics. Walking and Cycling infrastructure can be a mechanism for improving access for those with age and mobility related issues. The public consultation highlighted the positive impact the Strategy and Infrastructure Plan will have in improving accessibility.

Could the policy/proposal be modified to reduce or eliminate any adverse impact?

Modifications were made to the Strategy to further enhance the positive impact on those with protected characteristics as detailed above.

How will the effect(s) of this policy/proposal on equality be monitored?

As individual schemes are delivered in support of the Strategy, further equality analyses will be required.

What data is required in the future?

Further surveys and consultation will be required to support individual scheme delivery going forward.

Are there any adverse impacts on any particular group(s)

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

A full assessment has been completed taking into account results of a substantial public consultation exercise.

There were 524 online survey responses

- 4% of individuals responding to the survey were under 25 years old, 60% were aged 25-49, 32% were over 50 and 4% preferred not to say or did not respond.
- 58% were male, 36% were female and 6% preferred not to say or did not respond.
- 14% had physical or mental health conditions or illnesses lasting for 12 months or more.
- In terms of ethnicity, 83% of people responding were white, 9% were from other ethnic groups and 8% preferred not to say or did not respond.

It is broadly felt that the impact of the Walking and Cycling Strategy and Infrastructure Plan on those with protected characteristics, in particular Age, Disability and Gender, will be positive. Increasing levels of walking and cycling in Birmingham, including improvements to infrastructure will improve accessibility for all.

Comprehensive feedback from stakeholders and the general public has highlighted the positive implications of the strategy. Based on consultation feedback, changes have been made to the strategy in relation to those with protected characteristics to further enhance these implications.

Delivery of the strategy going forward will be subject to further equality scrutiny. As projects come forward in the Highways and Transportation Capital programme they will require individual Equality Assessments.

#### QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Proceed to Approving Officer  
22.10.19

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

No

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

28/10/2019

Reasons for approval or rejection

Approved as meets requirements.

Please print and save a PDF copy for your records

Yes

Content Type: Item

Version: 42.0

Created at 10/10/2019 03:32 PM by  Naomi R Coleman

Last modified at 28/10/2019 04:47 PM by Workflow on behalf of  Uyen-Phan Han

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