

# Equality Analysis

## Birmingham City Council Analysis Report

<b>EA Name</b>	Birmingham Cycle Revolution (A34 - Birchfield Road Corridor)
<b>Directorate</b>	Economy
<b>Service Area</b>	Economy - Transportation Services Infrastructure Projects
<b>Type</b>	New/Proposed Function
<b>EA Summary</b>	To determine if implementation of cycling infrastructure along the A34 connecting Perry Barr to the City Centre has an effect on those with protected characteristics.
<b>Reference Number</b>	EA001493
<b>Task Group Manager</b>	perminder.balu@birmingham.gov.uk
<b>Task Group Member</b>	
<b>Date Approved</b>	2017-09-13 00:00:00 +0100
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### Introduction

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

#### **Initial Assessment**

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 Initial Assessment

### 2.1 Purpose and Link to Strategic Themes

#### **What is the purpose of this Function and expected outcomes?**

The Birmingham Cycle Revolution (BCR) seeks to increase cycling levels across Birmingham over the next 20 years. The focus currently is delivery of segregated cycle tracks along 2 arterial roads connecting to the city centre.

This Equality Assessment (EA) covers the implementation of cycling infrastructure along the A34 connecting the Perry Barr area to the City Centre. It is proposed to provide a 3 meter wide segregated cycle track (subject to a few localised width reductions for shared-use footway/cycleway). The new route will involve creation of a level difference between the adjoining footway and carriageway.

This cycle track will be a 2 way track (bi-directional), approximately 3m wide and approximately 3km in length. The overall scheme will also include new or upgraded signal crossings for cyclists & pedestrians (i.e. introduction of new toucan crossings at major junctions). This will make road crossings easier through use of dedicated pedestrian and cycle signals where they don't currently exist.

This cycle track seeks to deliver an alternative to the private car (and public transport) for residents & visitors to the area whether for commuting or leisure trips.

The expected outcomes will be more people cycling more often. This modal shift will contribute to improving accessibility to employment and recreational pursuits and improving health. The proposals will support the City Council's policy objectives outlined in the Council Business Plan and Budget 2016+, the Leader's Policy Statement 2016, and Birmingham 2026 Our Vision for the Future, in particular for a prosperous city and a fair city. The measures 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. They will also support the aspirations of the Birmingham Development Plan (BDP) and Birmingham Connected.

The project also supports the key outcomes to succeed economically, stay safe in a clean, green city, be healthy and enjoy a high quality of life.

**For each strategy, please decide whether it is going to be significantly aided by the Function.**

Children: A Safe And Secure City In Which To Learn And Grow	Yes
Health: Helping People Become More Physically Active And Well	Yes
Housing : To Meet The Needs Of All Current And Future Citizens	Yes
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

### 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

**Comment:**

The provision of improved cycle routes across the wider city will provide the opportunity for employees to use cycling as a means of travelling to and from work. This also means that for those who either find it difficult to access employment owing to; income, location or other matters whether of choice or not, a viable freely accessible cycle track leading directly into the city centre will now be provided.

This also creates opportunities for employees to become more physically active therefore improving health benefits as well as removing potential barriers to accessing employment. For those currently using the private car to travel to work, this will also make modal change, a viable alternative so some car journeys being made at present will also be removed.

The analysis of the BCC public consultation for this cycle track, undertaken in February to April 2017 (with almost 200 respondents) showed:

- 70% of respondents that expressed a view said they would be likely to use the new cycle route.

The consultation feedback further showed, of those who at present mainly drive in the area:

- 58% said they are likely to use the new cycle route
- 13% think they might use it.

This level of positive feedback indicates good potential for modal shift from car to bike.

Will the policy have an impact on wider community?	No
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**2.3 Relevance Test**

Protected Characteristics	Relevant	Full Assessment Required
Age	Relevant	No
Disability	Relevant	No
Gender	Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

**2.4 Analysis on Initial Assessment**

As part of the design process for the BCR A34 Birchfield Road (City Centre to Perry Barr) proposals, the City Council undertook extensive public and stakeholder engagement. Consultation commenced on 24th February for a 6 week period (until 7th April 2017.) Headline details are:

- . Approximately 200 respondents registered views (the vast majority, almost 70% via the City Council's online consultation platform, Be Heard.)

- . The remainder being via a mixture of; hard copy survey form, attendance at drop-in sessions, email and postal.

- . Overall, in excess of 1000 comments relating to aspects across the whole project were received. The aim of the consultation was to gauge overall opinion about proposed developments; give individuals and organisations the opportunity to comment about specific aspects of the proposed development.

Engagement Method/ Summary Information:

- Leaflet distribution to Households & Businesses: approximately 12,000 leaflets

- 3 Drop-In events: attended by almost 200 people

- 3 public buildings hosting hard copy drawings and feedback deposit forms: Newtown Wellbeing Centre, Council House Reception and Council Offices at Lancaster House

- 16 Temporary roadside signs: along corridor and at approach arms of key junctions

- Birmingham Connected: advertising of consultation in monthly mail out
- Council District Committees: Officer attendance at Ladywood District and Perry Barr District
- BeHeard: Hosted all consultation drawings and associated online feedback form
- Social Media, Online, Email: announcements on Council web site, BCR web site and social media pages including Facebook & Twitter of consultation going live and of ongoing events
- Freepost Option: completed survey forms and/or responses could be returned at no cost.

Following feedback expressed during the consultation from the public and stakeholders, a number of design modifications have been made. The original designs together with enhancements made following the extensive consultation do not adversely affect any of the groups with Protected Characteristics. There are indeed attributes of the project that will now deliver improvement and/or enhancement for many sectors of the community including; new signalised crossing facilities, introduction of coloured surfacing, segregation for users and significantly reduced amounts of shared use areas.

### 3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

#### 3.1 Age - Assessment Questions

##### 3.1.1 Age - Relevance

Age	Relevant
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**Comment:**

Within the composition of ages of people riding bikes in Birmingham, older people are under-represented:

- 16-24 year olds: 23%
- 25-34 year olds: 21%
- 35-44 year olds: 26%
- 45-54 year olds: 14%
- 55-64 year olds: 9%
- 65-74 year olds: 6%
- 75+ year olds: 1%

A large majority (77%) of residents would like to see more investment in cycling.

Support is high across all sections of the population, including people aged over 75 (66%), those least likely to ride a bike.

Source: Bike Like Birmingham 2015

The development of the cycle route infrastructure will benefit people of all ages, in particular younger and older cyclists who may be less confident at cycling on roads where there are no facilities on set routes. Their confidence in making the journey will be enhanced knowing that safe and secure cycle parking is available at their destinations and other locations across the City so are able to take frequent rest stops and visit places of interest.

Statistical evidence from the census 2011, 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 including cycle parking has prevented younger and older people from cycling.

#### 3.1 Disability - Assessment Questions

##### 3.1.1 Disability - Relevance

Disability	Relevant
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**Comment:**

Analysis of the 2011 Census by Dr Aldred (Senior Lecturer at Westminster University) reveals that 1 in 20 cycling commuters is disabled and that disabled people are about 25% less likely to cycle to work than non-disabled people. The proportion of disabled people who cycle to work ranges from 0.2% to 25.9% across all English and Welsh local authorities. The research also suggested that these figures could be underestimating the number of disabled cyclists because the relevant census question refers to bicycles rather than trikes or handbikes. (Articles [h:www.disabilitynewsservice.com/commuting-help-needed-disabled-cyclists](http://www.disabilitynewsservice.com/commuting-help-needed-disabled-cyclists))

1. The project will provide physical infrastructure connecting communities to places of work & places of interest. The creation of this route will better define where user groups should be on the highway i.e pedestrians & wheelchairs users on the footway and cyclists on the cycle track, therefore improving safety for all.

2. Although there will be a few locations that will be shared-use, as the majority of the corridor is

currently shared-use footways, this project actual reduces the amount of shared use. In the few locations where shared-use will remain/ be introduced, all users (including those with visual impairment) will be more conscious of it and likewise it is viewed that all users will be respectful of others accordingly. The cycle track will be a coloured surface also, thus further enhancing its appearance and differentiation from adjoining footway and carriageway for users and those with visual impairment. Within shared-use locations, this colouring will not be continued - any break in the coloured track will signify shared footway/cycleway (other than across carriageways.)

3. Confidence for people with a disability, who want to cycle, is likely to increase particularly in the knowledge that they can use the route predominately separated from vehicles and pedestrians.

### 3.1 Gender - Assessment Questions

#### 3.1.1 Gender - Relevance

Gender	Relevant
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**Comment:**

In Birmingham, men are more than twice as likely to ride a bike as women - 70% compared to 30%.

SOURCE: ICM Bike Life Household Research 2015 on behalf of Sustrans in partnership with Birmingham City Council (representative sample of 1,100 Birmingham residents 16+, conducted by telephone 8 May - 14 June 2015.)

The development of a segregated cycle route along a busy road with a buffer between users and traffic giving users a defined corridor will help females (and children & the elderly) build their confidence. This may over time lead to them being more physically active and also exploring the wider road and cycle network the city offers.

### 3.1 Race - Assessment Questions

#### 3.1.1 Race - Relevance

Race	Relevant
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**Comment:**

31% of people riding bikes in Birmingham identify as black or minority ethnic compared to accounting for nearly 42% of the whole population of Birmingham.

SOURCE: ICM Bike Life Household Research 2015 on behalf of Sustrans in partnership with Birmingham City Council (representative sample of 1,100 Birmingham residents 16+, conducted by telephone 8 May - 14 June 2015.)

The route will run through the Districts of Ladywood and Perry Barr then connect into surrounding areas therefore be within areas of ethnically diverse communities. These areas of the city also tend to be areas of higher concentration of deprivation including higher levels of unemployment, when compared to city and national levels. The creation of cycling infrastructure such as segregated routes will help link up and provide access to employment, education and social opportunities.

- Census 2011 Ward Output and Travel to Work Patters

Within some cultures, cycling and/or females cycling (in traditional attire or not) may perhaps not be welcomed. As the popularity and use of the segregated cycle route increases over time by all parts of the community, it is possible that current cultural barriers could be overcome/ reduced and there used by even more people for physical activity, access employment and socialising.

### 3.1 Concluding Statement on Full Assessment

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#### **4 Review Date**

31/05/17

#### **5 Action Plan**

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