

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Birmingham Cycle Revolution (A38 - Bristol Road Corridor)
Directorate	Economy
Service Area	Economy - Transportation Services Infrastructure Projects
Type	New/Proposed Function
EA Summary	To determine if implementation of cycling provisions & infrastructure along the A38 (and adjoining streets) connecting Selly Oak to the City Centre has an effect on those with protected characteristics.
Reference Number	EA001494
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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 current BCR programme consists of numerous work packages under the themes of Main Corridors, Parallel Routes, City Centre, Green Routes, Canal Works, Local Links and supporting measures. The BCR project is based on improving cycling provision and associated facilities such as cycle parking and signage.

This Equality Assessment (EA) covers the implementation of cycling infrastructure along the A38 connecting the Selly Oak 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. The overall scheme will also include new or upgraded signal crossings for cyclists & pedestrians (i.e introduction of new pelicans crossing and toucan crossing at a major junction.) This will make road crossing 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
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Comment:

Protected bike lanes (such as those in this proposal) are one of the kinds of routes most people want to help them start cycling or to cycle more - 90% of people who do not ride a bike but would like to, and of occasional bike riders, say this.

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 this cycle track will benefit people across all ages, in particular younger & older cyclists who are less confident at cycling on roads where there are no facilities on set routes. The analysis of the BCC public consultation for this cycle track undertaken in Feb/Mar 2017 (with over 1000 respondents) also documented respondents commenting on using this new infrastructure with children/ families.

Health: Helping People Become More Physically Active And Well	Yes
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Comment:

1. The development of the cycle route/ track will benefit people of all ages by creating a freely accessible 4km long facility to use for physical activity. Whether for leisure & recreation or more formal uses or travelling to employment or accessing services, this track will allow more people to be physically active more often and therefore improve their general wellbeing. In addition, should modal shift occur, from private car use to cycling either occasionally or more frequently as a result of developing this route, this would again lead to a significant positive change to increased physical activity.

2. The analysis of the BCC public consultation for this cycle track, undertaken in Feb/Mar 2017 (with over 1000 respondents) showed:

- 53% 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:

- 37% said they are likely to use the new cycle route
- 14% think they might use it.

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

3. Statement from: Dr Ewan Hamnett, former GP and Chair of Birmingham Wellbeing Board:

We are at a tipping point. We can no longer stand by and wait for the NHS to mop up the fall-out from our increasingly poor lifestyles that currently costs the NHS £120 billion per year, rising to £200 billion by 2020. This is unsustainable. The most effective way to save the NHS is by us all becoming more active. We are one of four countries where more than 60% of us fail to meet international guidelines of 150 minutes of moderate activity a week.

Cities have a particular problem. In Birmingham there is a difference of 10 years in life expectancy between our more affluent suburbs and the city centre. This health inequality will only worsen when the NHS in its current form eventually crumbles and is replaced by an insurance based system. Time is not on our side. This report highlights the demand for cycling which must link to other opportunities for activity. At a broader level safer, easier cycling will reverse increasing social isolation which is the self-perpetuating route to ill health and many other ills.

Studies have shown that inactivity is twice as likely to kill as obesity, and being active as opposed to being sedentary will gain people an extra four and a half years of life. Whether aged eight or 80 we are designed to move. The role of this city is to provide that opportunity.

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.)

Housing : To Meet The Needs Of All Current And Future Citizens	Yes
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Comment:

The route will connect into and enhance the existing cycle network therefore improving access to existing communities & neighbourhoods and likewise into new housing developments along the way the corridor. It will further provide sustainable transport connection provision for the city.

Jobs And Skills: For An Enterprising, Innovative And Green City	Yes
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Comment:

1. This project brings together multiple elements including; health, environment, access and transport. The development of a 4km long segregated cycle track as an alternative travel mode connecting large residential areas in the south (Edgbaston, Selly Oak and surrounding areas) of the city to the economic & commercial city centre as the main employment zone will help the City become a greener city and its citizens have more access to more employment opportunities and places of interest.

2. Statement from: Councillor Lisa Trickett - Cabinet Member for Sustainability:

Birmingham is the UK's largest city outside of London and we're growing fast, with new homes, and new jobs. We need a new approach to the way we travel, so we're investing to reinvent the way people and goods move around the city, making smarter use of existing road space, prioritising people on bikes, buses and trams.

We'll be making it safer and easier for people on bikes to get about by upgrading and developing over 250 miles of cycle routes, offering free-to-use bikes, cycle training, bike maintenance and led rides. Currently 3% of trips are by bike. Our aim is to reach 5% by 2023 and 10% by 2033.

Better, cleaner, healthier ways of getting around are good for us, for business, for visitors, and for the city's reputation as a great place to live, work and visit.

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.)

3. Statement from: Paul Fielding, Board Director (and Chair of Accessible & Connected Working Group), Colmore Business Improvement District:

Commuters who drive or use public transport might give a sidelong glance to people commuting by bike and wonder if they're made of different stuff. But actually cycling your commute is good for you, good for your business and you'll be in good company. It's one of the best ways to burn calories, build fitness, reduce stress, and generally make you happier and healthier. A healthy you is good for business with less time off sick, and with your bike taking up less precious space you'll probably be able to park right outside your office.

For business it means a healthier, fitter, more productive workforce, and much more potential to locate in city centres, enabling you and a ready supply of skilled workers to take advantage of all the travel connectivity. A few low cost changes will encourage more of your staff to cycle - and you may even get grants for some of it.

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.)

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	No
Will the policy have an impact on employees?	Yes

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 Feb/Mar 2017 (with over 1000 respondents) showed:

- 53% 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:

- 37% said they are likely to use the new cycle route
- 14% 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 A38 Bristol Road (Selly Oak to City Centre) proposals, the City Council undertook extensive public and stakeholder engagement. Consultation commenced on 13th February for a 6 week period (until 24th March 2017.) Headline details are:

- . Over 1000 respondents registered views (the vast majority, over 85% 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 6000 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 6000 leaflets
- 4 Drop-In events: attended by almost 200 people
- 5 public buildings hosting hard copy drawings and feedback deposit forms: Selly Oak Library, Munrow Sports Centre, Quarter Horse Coffee House, Council House Reception and Council Offices at Lancaster House
- 20 Temporary roadside signs: along corridor and at approach arms of key junctions
- Birmingham Connected: advertising of consultation in monthly mail out
- Council District & Ward Committees: Officer attendance at Edgbaston (District & Ward), Ladywood District and Selly Oak 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:

Comments:

1. The development of a segregated cycle route will benefit people of all ages, but in particular younger and older cyclists who maybe less confident of cycling on the roads (and/or in the case of the young - parents not permitting them to intermix with traffic by cycling on Birmingham's road network.) This segregated route will help these people develop confidence and equally others raise their confidence.

2. Statistical evidence from the 2011 Census and previous Travelwise surveys on who is more likely to cycle, tends to show this is fewer younger & older people.

3. Low accessibility means that people can become isolated and lonely. The ability to get around safely and with affordability increases opportunities for work and socialising. Social isolation has been linked to poor mental and physical health. Healthier activities like cycling and being outdoors are encouraged if good infrastructure is in place including secure and safe cycle parking at the destination. The increase in physical activity can improve confidence leading to further activity and leading to a possible reduction in the risk of diseases associated with obesity, heart disease and stress.

4. 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%

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.)

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

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 itself may be of 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. Although some existing signalised crossings maybe converted to toucans, new pedestrian only signalised crossing will be delivered and likewise separation of an existing toucan. These elements will further enhance provisions for pedestrians & wheelchair users through creation of dedicated facilities.

4. 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 routes 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 in turn then over time lead to them being more physically active and also explore 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 Nechells, Edgbaston and Selly Oak and 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 Patterns

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

As part of the design process for the BCR A38 Bristol Road (Selly Oak to City Centre) proposals, the City Council undertook extensive public and stakeholder engagement. Consultation commenced on 13th February for a 6 week period (until 24th March 2017.) Headline details are:

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4 Review Date

08/05/17

5 Action Plan

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