

# EQUALITY IMPACT ASSESSMENT

Strategic Planning and Infrastructure - Plymouth City Council Active Travel Fund Programme



## STAGE I: WHAT IS BEING ASSESSED AND BY WHOM?

**What is being assessed - including a brief description of aims and objectives?**

This assessment relates to the Council's Active Travel Fund programme.

On 9 May the Transport Secretary announced £2 billion to support walking and cycling. Of the £2 billion, the Government advised £250 million would be made available to support a 'series of swift, emergency interventions to make cycling and walking safer.'

Plymouth City Council has secured £1,194,250 from the Fund; £249,000 from phase one and £945,250 from phase two.

The Council's phase one, Emergency Active Travel Fund programme, was designed to promote cycling as a replacement for journeys previously made by public transport, and as a practical alternative to the private car. The funding has delivered a number of measures to encourage walking and cycling, as well as support social distancing, during the COVID-19 pandemic including 35 new cycle lockers, '20 mph when lights show' outside 14 schools and road safety signage at key city roundabouts. The emphasis for the phase two, Active Travel Fund programme, which this Equality Impact Assessment considers, is on schemes which support more cycling and walking in the longer term.

The Active Travel Fund (ATF) programme seeks to encourage and enable more trips by foot and by bike, building on the behavioural change which was being seen in Plymouth pre-Covid and enable and encourage new and returning cyclists (adults and children) to make walking and cycling the natural choice for the journeys they make. This remains important in the short term, as capacity on public transport remains constrained, but also in the long term, recognising the inter-relationships of walking, cycling and public transport in a fully accessible, low carbon, sustainable transport network.

	The programme has been designed to create an environment that is safer for both cycling and walking, for trips to work and school, and is designed to encourage new cyclists, as well as those for whom active travel is the norm.
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<b>Date of assessment</b>	28 January 2021

## STAGE 2: EVIDENCE AND IMPACT

<b>Protected characteristics (Equality Act)</b>	<b>Evidence and information (eg data and feedback)</b>	<b>Any adverse impact</b> See <a href="#">guidance</a> on how to make judgement	<b>Actions</b>	<b>Timescale and who is responsible</b>
<b>Age</b>	<p><b>Background community data:</b></p> <ul style="list-style-type: none"> <li>The average age in Plymouth is 39.0 years which is about the same as the rest of England (39.3 years) but is less than the South West (41.6 years).</li> <li>The proportion of the working age population (15-64) of 65.1 per cent is higher than the rest of the South West (62 per cent) and nationally (64 per cent).</li> <li>Children and Young People under 18 years of age account for 19.9 per cent of the population of the city, with 90 per cent of this group being under 16.</li> <li>People are living longer and one in three people in Plymouth are aged over 50. There will be a shift in the population structure of Plymouth over the next fifteen years as the proportion of the population aged 65 and over increases. There is a projected 32.7 per cent increase in the number of people aged</li> </ul>	<p>No potential impact has been identified – the programme is designed to create an environment that is safer for both cycling and walking and is designed to encourage new cyclists, as well as those for whom active travel is the norm. By improving the infrastructure and making the routes both safer, and perceived as safer, it will allow cyclists (young and old) to be confident using our network.</p> <p>Alongside the infrastructure investment the project includes complementary programmes, such as free adult cycle training, and demographic data for the programme shows that adults of all ages access this programme.</p>	Continue to promote new infrastructure (and supporting programmes) to everyone in the community	February 2021 onwards: Sustainable Transport Team – principally through the Plymotion programme

	<p>65 or over between 2016 and 2034 (an additional 15,400 individuals) in Plymouth by 2034.</p> <ul style="list-style-type: none"> <li>The result of the increasing longevity of people's lives is that there will be more people who are likely to be affected by mobility and other age related issues which could prevent them from accessing the services they need to use.</li> </ul>			
<b>Disability</b>	<p><b>Background community data:</b></p> <ul style="list-style-type: none"> <li>Ten per cent of Plymouth's population declared that they have their day to day activities limited to a greater degree by a long-term health problem or disability.</li> <li>A total of 31,164 people declared themselves as having a long-term health problem or disability. This was from 28.5% of households which is slightly higher than the national figure of 25.7% of households.</li> <li>In 2013/14 1,297 adults registered with a GP in the city have some form of learning disability</li> <li>There are 17,937 residents of state pension age and 3,142 children who have a disability of some form.</li> </ul>	<p>No potential impact has been identified – Improving walking and cycling infrastructure, mindful of the needs of all active travellers, will help people with disabilities access key services. Alongside the infrastructure investment the complementary programmes, including the adult cycle training, is available for everyone, including people with disabilities through access to adapted bikes and training.</p>	<p>Raise awareness of the support available to people with disabilities to access cycling opportunities</p>	<p>February 2021 onwards: Sustainable Transport Team – principally through the Plymotion programme</p>
<b>Faith/religion or belief</b>	<p>Plymouth's walking and cycling infrastructure, and complementary programmes, are accessible to all regardless of their faith, religion or belief.</p>	<p>No potential impact has been identified</p>	<p>N/A</p>	<p>N/A</p>
<b>Gender - including marriage, pregnancy and maternity</b>	<p>Plymouth's walking and cycling infrastructure, and complementary programmes, are equally accessible to men and women.</p>	<p>No potential impact has been identified - potential adverse impact on women, if the programme was not delivered due to fewer women cycling, than men. This programme is intended to provide a safe, conducive environment for cycling and</p>	<p>Continue to promote new infrastructure (and supporting</p>	<p>February 2021 onwards: Sustainable Transport Team –</p>

		support people to obtain the necessary skills and confidence to use it, it therefore supports all cyclists, including new cyclists, many of whom will be women.	programmes) to everyone in the community	principally through the Plymotion programme
<b>Gender reassignment</b>	Plymouth's walking and cycling infrastructure, and complementary programmes, are available for men and women and therefore there should be no discrimination on the basis of gender reassignment.	No potential impact has been identified	None	N/A
<b>Race</b>	Plymouth's walking and cycling infrastructure and complementary programmes, are accessible to everyone regardless of race.	No potential impact has been identified	None	N/A
<b>Sexual orientation - including civil partnership</b>	Plymouth's walking and cycling infrastructure and complementary programmes, are accessible to all regardless of their sexual orientation.	No potential impact has been identified	None	N/A

### STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women by 2020.	None	N/A
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.	None	N/A
Good relations between different communities (community cohesion)	The provision of improved walking and cycling facilities, and complementary behavioural change programmes, will help to promote good relations between all residents, regardless of gender, ethnic background, sexual orientation, faith or disability, by helping everyone access key services on an equal basis.	N/A

<b>Human rights</b> Please refer to <b>guidance</b>	The decision is consistent with the Human Rights Act.	N/A
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**STAGE 4: PUBLICATION**

Responsible Officer Paul Barnard

Date 09/02/21

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