

# EQUALITY IMPACT ASSESSMENT

Strategic Planning and Infrastructure



## STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p><b>What is being assessed - including a brief description of aims and objectives?</b></p>	<p>This assessment is for the <b>Strategic Cycle Network (SCN)</b>.</p> <p>Plymouth City Council plans to create on the ground a strategic cycle network linking each of the neighbourhoods in Plymouth. This network will allow cyclists to travel conveniently and more safely across the city. The works on the ground will also seek to make improvements for pedestrians and people with mobility impairments.</p> <p>Plymouth adopted the SCN in December 2009. It was developed by Council officers working closely with the Cycle Touring Club, the University of Plymouth, Plymouth Cycle Forum and Velo Club Plymouth. The SCN was then incorporated into the Local Transport Plan, adopted unanimously by Full Council in April 2011. The SCN has since been updated, in consultation with Plymouth Cycling Campaign, to form part of the evidence base for the adopted <a href="#">Plymouth and South-West Devon JLP</a></p> <p>It is a city plan detailing the network of key routes that we aim to create within the city. This will enable us to focus investment to have the most impact. The network is designed for both experienced and non-experienced cyclists. It does this through colour coded routes as follows:</p> <p><b>Purple network:</b> The purple network is the suggested route for experienced cyclists. Experienced cyclists are generally more able and confident when dealing with traffic. The purple route is faster and more direct, however in places it will require a higher level of skill to ride safely. The route will be developed using mostly on-road cycle provision (e.g. cycle lanes, advanced stop lines), although off-road provision may be considered where the time delay is small.</p> <p><b>Green network:</b> The green network is for less experienced and leisure cyclists as well as children. The main focus is on safety, allowing for a more leisurely ride and where possible away from traffic, apart from on lower speed and quieter roads.</p> <p><b>Combined network:</b> Where the purple and green networks meet the route will be developed so that it is suitable for all cyclists.</p> <p>The strategic cycle network is available at:- <a href="http://www.plymouth.gov.uk/strategiccyclenetwork">www.plymouth.gov.uk/strategiccyclenetwork</a></p>
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<p><b>Department and service</b></p>	<p>Strategic Planning and Infrastructure – Place</p>
<p><b>Date of assessment</b></p>	<p>26 September 2021</p>

## STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact See <a href="#">guidance</a> on how to make judgement	Actions	Timescale and who is responsible
<b>Age</b>	<p>50+ Plymouth - 34.1% (nationally - 33.3%)</p> <p>75+ Plymouth - 7.6% (nationally - 7.5%)</p> <p>0-15 Plymouth - 17.5% (nationally - 20.2%)</p> <p>Over 75's predicted to rise faster than any other group (19k in 2011 to 24k in 2021).</p> <p>Plymouth's SCN and wider cycling programme is designed to encourage greater levels of cycling amongst both experienced and less experienced cyclists, regardless of age.</p>	<p>There is a potential conflict between pedestrians and cyclists, especially those that are elderly or have a physical disability, on shared use paths that have been converted from existing footways due to the difference in speed between cyclists and pedestrians.</p>	<p>Cycle training which teaches appropriate behaviour towards other users is now delivered to ~80% of Plymouth schoolchildren through Bikeability which in some schools is complemented by Bike It Plus. Adult cycle training is also available.</p>	<p>Plymouth School Sports Partnership, with funding from the DfT ongoing</p>
<b>Disability</b>	<p>The 2011 census reports that 10,042 people are listed as disabled or long-term sick.</p> <p>People with disabilities experience many transport barriers. For example, some streetscapes present obstacles for wheelchairs, and indirect pedestrian routes can make journeys on foot longer than they might otherwise be.</p> <p>Through the delivery of the SCN opportunities are taken to enhance the facilities for pedestrians, cyclists and people with mobility impairments.</p> <p>Delivery of the SCN also supports several JLP principles including:-</p> <p>Sustainable growth as a key driver behind the transport strategy, whilst making sure that transport is delivered in the most health promoting and environmentally responsible manner.</p> <p>Seeking to reduce the impact of severance caused by transport networks, enabling more journeys by walking,</p>		<p>Our adult cycle training is available to members of the public including those with disabilities, with adaptive bikes being available for use within Plymouth thus allowing cycling to be an inclusive activity.</p> <p>The Council has developed a cycling code of conduct which is included in the council's walking and cycling map.</p> <p>The design of each scheme on the ground includes consideration of</p>	<p>Continuation of programme confirmed until March 2022, and funding being sought for its extension (Sustainable Transport Team)</p> <p>Complete</p>

	<p>cycling and public transport and providing genuine alternative ways to travel from home to work and other facilities.</p> <p>Providing realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.</p> <p>Delivering transport projects which provide a safe and effective transport system, as well as supporting place shaping and healthy community objectives, as guided by the hierarchy.</p>		<p>these conflicts as part of the design process including a Road Safety Audit. Public consultation on individual schemes will also be undertaken to help identify issues.</p> <p>Seek to deliver routes that separate pedestrians and cyclists where it is practical to do so.</p>	<p>Responsibility of individual scheme designer</p> <p>Responsibility of individual scheme designer</p>
<b>Religion or belief</b>	<p>The 2011 census reports that:-</p> <p>148,917 people in Plymouth are Christian, 881 are Buddhist, 567 are Hindu, 168 are Jewish, 2,078 are Muslim, 89 are Sikh, 1,198 are listed as 'other religion', 84,295 have no religion and 18,191 did not state a religion. (Plymouth's population is 256,384).</p>	No negative impact	None	
<b>Sex - including marriage, pregnancy and maternity</b>	<p>The delivery of the SCN is in accordance with PCC's values i.e. that we are democratic, responsible, fair and work in partnership and in accordance with our equality and diversity commitment. The network is designed to be accessible to everyone regardless of gender.</p>	No negative impact	None	
<b>Gender reassignment</b>	<p>The delivery of the SCN will provide routes which are accessible to everyone, regardless of gender.</p>	No negative impact	None	
<b>Race</b>	<p>The 2011 census reports that:-238,263 people in Plymouth are white British, 153 are Gypsies or Travellers, 875 are British Indian, 202 British Pakistani, 359 British Bangladeshi, 1,251 British Chinese and 1,219 British Other Asian. 1,106 people are defined as Black British African, 343 Caribbean, 229 as other Black. The census lists 399 people in Plymouth as Arab and 605 as 'other'.</p> <p>The delivery of the SCN will provide routes which are accessible to everyone, regardless of race.</p>	No negative impact	None	

<b>Sexual orientation - including civil partnership</b>	The delivery of the SCN will provide routes which are accessible to everyone, regardless of sexual orientation.	No negative impact	None	
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**STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN**

<b>Local priorities</b>	<b>Implications</b>	<b>Timescale and who is responsible</b>
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	No negative impact	
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	No negative impact	
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	No negative impact	
<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	No negative impact	
<b>Plymouth is a city where people from different backgrounds get along well.</b>	Delivery of the SCN routes will physically improve the connections between communities. In addition, as part of the delivery of the SCN consultation will be undertaken on the routes proposed thus actively engaging the community.	Ongoing during the delivery of the Strategic Cycle Network.  This action is the responsibility of the Smarter Choices Team and the schemes' designers.
<b>Human rights</b> Please refer to <a href="#">guidance</a>	No negative impact	

**STAGE 4: PUBLICATION**

Date: 22<sup>nd</sup> October 2021



Responsible Officer

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Strategic Director, Service Director or Head of Service