

EQUALITY IMPACT ASSESSMENT

Plymouth City Council – Strategic Cycle Network



PLYMOUTH
CITY COUNCIL

STAGE I: What is being assessed and by whom?

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

This assessment is for the Strategic Cycle Network (SCN).

Plymouth City Council has an aspiration 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.

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.

It is a city plan detailing the network of routes, cycle paths and lanes that we aim to create within the city with a focus on key routes within Plymouth. This will enable us to concentrate its investment on encouraging cycling and improving safety.

The network is designed for both experienced and non-experienced cyclists. It does this through colour coded routes as follows:

Purple network: The purple network is the suggested route for experienced cyclists. Experienced cyclists are generally more able and confident when dealing with traffic. The purple

STAGE 1: What is being assessed and by whom?	
	<p>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>Green network: 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>Combined network: Where the purple and green networks meet the route will be developed so that it is suitable for all cyclists.</p> <p>A copy of the strategic cycle network is available at:- www.plymouth.gov.uk/strategiccyclenetwork</p>
Responsible Officer	Rosemary Starr, Smarter Choices Manager
Department and Service	Strategic Planning and Infrastructure – Place
Date of Assessment	08.01.15

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	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.	There is a potential conflict between pedestrians and cyclists, especially elderly pedestrians on shared use paths due to the difference in speed between cyclists and pedestrian.	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	Jim Woffenden ongoing

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
			training is also available.	
Disability	<p>The 2011 census reports that 10,042 people are listed as disabled or long-term sick.</p> <p>People with disabilities experience may 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 pedestrian, cyclists and people with mobility impairments.</p> <p>Delivery of the SCN also supports several LTP 3 objectives including:-</p> <p>“Make walking, cycling and public transport the desirable choice”</p> <p>(2) Improve the quality, extent,</p>	<p>There is a potential conflict between cyclists and people with disabilities on shared use paths due to the difference in speed between cyclists and pedestrian.</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>Furthermore Plymouth City Council is developing a cycling code of conduct with the cycling community.</p> <p>In addition each individual scheme on the ground includes consideration of these conflicts as part of the design process and safety audit. Public consultation will also be undertaken to help identify issues.</p>	<p>Continuation of programme confirmed until March 2016, Smarter Choices Team</p> <p>Summer 2015, Jim Woffenden</p> <p>Responsibility of individual scheme designer</p>


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Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>availability of information and physical access of our bus, rail, walking and cycling networks so they are easy to use.</p> <p>“Link communities together”</p> <p>(I) Improve access to community amenities, leisure opportunities and our high quality natural environment.</p> <p>All of which will benefit people with disabilities.</p>			
Faith, Religion or Belief	<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	
Gender - including marriage, pregnancy and maternity	<p>The delivery of the SCN is in accordance with PCC’s values i.e. that we are democratic, responsible, fair and partners and in accordance with our equality and diversity commitment. The network is designed to be accessible to</p>	No negative impact	None	

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	everyone regardless of gender.			
Gender Reassignment	The delivery of the SCN will provide routes which are accessible to everyone, regardless of gender.	No negative impact	None	
Race	<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	
Sexual Orientation -including Civil Partnership	The delivery of the SCN will provide routes which are accessible to everyone, regardless of sexual orientation.	No negative impact	None	

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 inequality gap, particularly in health between communities.	<p>One of the drivers of the health inequality gap is lower levels of physical activity. Improving opportunities for cycling whilst making pedestrian improvements will increase physical activity so helping to improve health.</p> <p>Only 18.6% of the adult population of Plymouth exercises for 30 minutes three times a week making the city one of the lowest exercising areas in the South West. The Chief Medical Officer identifies walking and cycling as easy ways to increase exercise.¹</p>	<p>Ongoing during the delivery of the Strategic Cycle Network.</p> <p>This action is the responsibility of the Smarter Choices Team and the scheme designer</p>
Good relations between different communities (community cohesion).	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.	<p>Ongoing during the delivery of the Strategic Cycle Network.</p> <p>This action is the responsibility of the Smarter Choices Team and the scheme designer</p>
Human Rights	No negative implications are expected from the delivery of the SCN, alongside the wider cycling programme which is designed to give people the skills and confidence to make more trips by bike.	

STAGE 4: Publication

Assistant Director approving EIA.		Date	08.01.15
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¹ Local Transport Plan 2011–26, Plymouth City Council, April 2011