

## Equality Impact Assessment Form

[screentip-sectionA](#)

### 1. Document Control

**Control Details:**

Title:	Acceptance of capital funds to enable walking and cycling infrastructure to be constructed.
<b>If this is a budget EIA please ensure the title is the same as the title used within the budget booklet</b>	
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Strategic Budget EIA: Y/N (Does this EIA have an impact on the budget)	N
<b>If yes, please include the reference number</b>	
Exempt from publication: N (All EIA's are published on Nottingham Insight for public viewing unless specified. Exemption criteria is available on the EIA section on the Intranet)	N

### 2. Document Amendment Record:

Version	Author	Date	Approved
1-0	Ian Kirk-Ellis	18/05/23	

**3. Contributors/Reviewers** (Anyone who has contributed to this document will need to be named):

Name	Position	Date
Keith Morgan	Cycling and Walking Infrastructure Manager	23/05/2022

**4. Glossary of Terms**

Term	Description
Department for Transport	The Government Department responsible for transport and allocations of funding to local authorities for schemes of set out in this EIA.
Active Travel England (ATE)	A new organisation established by the Government to work with local authorities on raising the standard of provision for walking and cycling infrastructure
Local Transport Note 1/20	The Governments latest design guidance showing best practice on cycle scheme design.
Active Travel Fund (ATF)	A funding stream operated by the Department for Transport which enables local authorities to bid for funding to build cycling and walking highway infrastructure improvements

**screeintip-sectionB**

**5. Summary**

(Please provide a brief description of proposal / policy / service being assessed)

Nottingham City Council has been awarded £1,762,288 by Active Travel England, an Executive Agency of the Department for Transport. This award has been given as part of the Active Travel Fund Tranche 4. This has been provided to

commence work on Porchester Road Phase 1, between the new Toucan crossing near the Burgass Road junction, to the north concluding just before the junction with Cherrywood Gardens. A further Phase 2 of the project sought to gain funding for improvement work to the Carlton Road / Porchester Road junction and also to continue the route from Cherrywood Gardens to Kenrick Road. Phase 2 however remains at this time unfunded, with funding to complete this to be sought in future rounds of funding opportunities. The funded Phase 1 scheme proposes to construct a two-way segregated cycle lane along Porchester Road, this provides a high quality facility in line with some of the highest standards ATE recommend, in line with LTN 1/20 design guidance.

### [screentip-sectionC](#)

#### **6. Information used to analyse the effects on equality:**

(Please include information about how you have consulted/ have data from the impacted groups)

The proposals will be subject to agreement with the council's Portfolio Holder for transport. The scheme will also be subject to consultation with key stakeholders including:

- Residents,
- Businesses,
- Ward members
- Disability Involvement Group

The scheme will be constructed in accordance with recently updated Government guidance on cycle schemes [ [Cycle infrastructure design \(LTN 1/20\)](#)]. Council officers will liaise with the Active Travel England (ATE), the Government's new executive agency responsible for improving the standards of cycling and walking infrastructure in England, on the design and delivery of both schemes.

All new cycle infrastructure will be designed in accordance with the [Nottingham Cycle Design Guide](#) which has been developed in consultation with a range of user groups to ensure new facilities benefit as many people as possible and do not cause dis-benefits to anyone using the highway network. The guide aims to ensure the construction of cycle infrastructure that is suitable for all types of bike including adapted and tricycles.

## 7. Impacts and Actions:

<a href="#">screentip-sectionD</a>	Could particularly benefit X	May adversely impact X
People from different ethnic groups.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Men	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Women	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Trans	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disabled people or carers.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy/ Maternity	<input type="checkbox"/>	<input type="checkbox"/>
People of different faiths/ beliefs and those with none.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lesbian, gay or bisexual people.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Older	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Younger	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (e.g. marriage/ civil partnership, looked after children, cohesion/ good relations, vulnerable children/ adults).  <b><i>Please underline the group(s) /issue more adversely affected or which benefits.</i></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p style="text-align: right;"><a href="#"><u>screeintip-sectionE</u></a></p> <p><b>How different groups could be affected</b> (Summary of impacts)</p>	<p style="text-align: right;"><a href="#"><u>screeintip-sectionF</u></a></p> <p><b>Details of actions to mitigate, remove or justify negative impact or increase positive impact</b> (or why action isn't possible)</p>
<p>Provide details for impacts / benefits on people in different protected groups.</p> <p>Note: the level of detail should be proportionate to the potential impact of the proposal / policy / service. Continue on separate sheet if needed (click and type to delete this note)</p> <p><u>People from different ethnic backgrounds</u> The scheme consultation material is not relevant or understandable.</p>	<p>Continue on separate sheet if needed (click and type to delete this note)</p> <p><b>Action</b> All consultation material can be translated into alternative formats and languages if required. Interpreters will be provided if requested.</p> <p><b>Action</b> The project team will work with Councillors and Neighbourhood Officers to ensure if there is a known area of the community that require scheme information in a different language / format that this can be identified.</p> <p><b>Action</b> The project team will work with partner groups such as Ridewise and Sustrans to promote the cycling and walking improvements to communities and groups where historically cycling has had lower levels than the national average.</p>

<p><u>Nottingham</u></p> <p><u>Women and men</u></p> <p>Although cycling levels in Nottingham have risen they are still lower than the Council would like given the benefits cycling can achieve in terms of health, reduced Carbon emissions, air quality and congestion reduction. These schemes will enable more people to consider cycling or walking as a mode for some or all of their journey.</p> <p>The population of Nottingham, from data collected in the 2021 Census showed that there are marginally more Asian, Black and other Asian groups than the National average, with lower than average White and Mixed ethnicities.</p> <p>Detailed results from the Census 2021 are still being compiled, but reference to the detailed data from the 2011 Census showed that Nationally, an average of 3% of adults cycle to work, however when examining this across ethnicities, only 1% of Asian / Asian British cycled to work and 2% of Black/African/Caribbean/Black British. Asian / Asian. This National data is reflected in the data for Nottingham</p>	<p><b>Action</b></p> <p>The proposals include provision of off-carriageway routes that are segregated from vehicular traffic, which helps tackle one of the key barriers people cite for not cycling / not cycling more often, the perceived danger of cycling on roads with other vehicles.</p> <p><b>Action</b></p> <p>The proposals include the provision of additional / improved crossing facilities, which help to provide a more pedestrian-friendly environment and encourage people to make more journeys on foot.</p> <p><b>Action</b></p> <p>It is clear that certain ethnicities show a lower use of cycling as a preferred mode of travel and as such whilst the potential for transference from driving a car to cycling is lower in these groups due to the low proportions, overall in communities with such communities, work must be undertaken to ensure the benefits of cycling and the proposed scheme are communicated well.</p> <p><b>Action</b></p> <p>In order to maintain health, cycling and other forms of physical exercise are key. The provision of facilities such as this removes barriers to active travel, but other barriers remain, such as cost and skills and the City Council are undertaking a number of measures to encourage the uptake of cycling. These include not only capital schemes but also a programme of behaviour change interventions</p>
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<p><u>Disabled people/carers</u></p> <p>Measures to increase cycling can benefit and dis-benefit to disabled people. It is important to be aware of any potential issues proposals may cause and address them as part of the design process.</p> <p>Work undertaken during the preparation of the bid to ATE found that the population of Nottingham ranked 175 out of 215 authorities for male disability life expectancy, providing some evidence that the health of Nottingham's male residents falls below National averages. Females fared slightly better ranking 147 out of the 215 authorities, however this is well below the National median position of 107/108.</p> <p>Lack of formal crossing facilities can be a barrier to travel for people, particularly those with a disability or mobility impairment, which can limit opportunities for education, employment, shopping and leisure.</p>	<p><b>Action</b> The schemes will be constructed in accordance with the latest Government guidance on cycle schemes [<a href="#">Cycle infrastructure design (LTN 1/20)</a>], which considers the needs of those with disabilities and mobility impairments.</p> <p><b>Action</b> The infrastructure will be designed in accordance with the Local Transport Note 1/20 which has been developed in consultation with a range of user groups to ensure new facilities benefit as many people as possible and do not cause dis-benefits to anyone using the highway network. The guide aims to ensure the construction of cycle infrastructure that is suitable for all types of bike including adapted and tricycles.</p> <p><b>Action</b> The proposals will be subject to consultation with key stakeholders including Disability Involvement Group, which will enable potential issues to be identified and appropriately addressed at the design stage.</p> <p>If any issues or changes that have not been considered come to light from these discussions the EIA will be updated.</p> <p><b>Action</b> The proposals include the provision of additional / improved crossing facilities, which help to provide a more pedestrian-friendly environment and encourage people to make more journeys on foot. These facilities can remove the barrier to travel for people caused by road segregation, particularly those with a disability or mobility impairment.</p> <p><b>Action</b></p>
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Older people

Measures to increase cycling can benefit and dis-benefit to older people. It is important to be aware of any potential issues that proposed changes may cause and address them as part of the design process.

Lack of formal crossing facilities can be a barrier to travel for people, particularly for older people who are more likely to have a mobility, visual or auditory impairment and may require more time to cross the road. Lack of such facilities can limit opportunities for shopping and leisure.

The proposals include provision of off-carriageway routes that are segregated from vehicular traffic, which helps tackle one of the key barriers people cite for not cycling / not cycling more often, the perceived danger of cycling on roads with other vehicles.

**Action**

The schemes will be constructed in accordance with the latest Government guidance on cycle schemes [[Cycle infrastructure design \(LTN 1/20\)](#)], which considers the needs of a range of user groups including older people and those with disabilities and mobility impairments which are more common in older people.

**Action**

The infrastructure will be designed in accordance with the [Nottingham Cycle Design Guide](#) which has been developed in consultation with a range of user groups to ensure new facilities benefit as many people as possible and do not cause dis-benefits to anyone using the highway network. The guide aims to ensure the construction of cycle infrastructure that is suitable for all types of bike including adapted and tricycles.

**Action**

The proposals include the provision of additional / improved crossing facilities, which help to provide a more pedestrian-friendly environment and encourage people to make more journeys on foot. These facilities can remove the barrier to travel for people caused by road segregation, which will benefit older people.



<p><u>Younger people</u></p> <p>The lack of and poor cycle facilities can limit whether young people can safely travel to key destinations such as school. Parents may be unwilling to allow their children to cycle due to the perception of danger from vehicles.</p> <p>Lack of formal crossing facilities can be discourage parents and children from travelling on foot, particularly for journeys to/from school.</p>	<p><b>Action</b></p> <p>The project team will work with partner groups such as Ridewise and Sustrans to promote the cycling and walking improvements to schools and school children.</p> <p><b>Action</b></p> <p>The proposals include the provision of additional / improved crossing facilities, which help to provide a more pedestrian-friendly environment and encourage people to make more journeys on foot. These facilities can remove the barrier to travel for people caused by road segregation, which will benefit younger people.</p>
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**8. Arrangements for future monitoring of equality impact of this proposal / policy / service:**

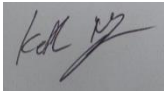
There is a DfT requirement that all authorities are expected to participate in monitoring and evaluation activities for the ATF. Output monitoring data to track progress and spend will be collected every 6 months and at 6 and 12 months after scheme completion.

All authorities are also required to formally evaluate schemes funded via the ATF grant. As one of the proposed schemes (Porchester Road) costs more than £1.7m Nottingham City Council are required to design and implement their own monitoring and evaluation processes to measure the outputs, outcomes and impacts of the intervention and submit these to DfT for review prior to the start of construction. The council are in the process of preparing a monitoring and evaluation plan to submit to DfT for approval. This plan will set out the collection and analysis of both quantitative and qualitative data, including the post-implementation equality impacts of the scheme and will be shared with the Equality and Diversity Team for comment.

**9. Outcome(s) of equality impact assessment:**

<input checked="" type="checkbox"/>	No major change needed	<input type="checkbox"/>	Adjust the policy/proposal
<input type="checkbox"/>	Adverse impact but continue	<input type="checkbox"/>	Stop and remove the policy/proposal

### 10. Approved by (manager signature) and Date sent to equality team for publishing:

<b>Approving Manager:</b> The assessment must be approved by the manager responsible for the service/proposal. Include a contact tel & email to allow citizen/stakeholder feedback on proposals.	<b>Date sent for advice:</b> Send document or Link to: <a href="mailto:edi@nottinghamcity.gov.uk">edi@nottinghamcity.gov.uk</a>
<b>Approving Manager</b>  : <b>Cycling and Walking Infrastructure Manager</b>	<b>Date of final approval:</b> <b>26<sup>th</sup> May 2022</b>

#### Before you send your EIA to the Equality and Employability Team for advice, have you:

1. Read the guidance and good practice EIA's  
<http://intranet.nottinghamcity.gov.uk/media/1924/simple-guide-to-eia.doc>
2. Clearly summarised your proposal/ policy/ service to be assessed.
3. Hyperlinked to the appropriate documents.
4. Written in clear user-friendly language, free from all jargon (spelling out acronyms).
5. Included appropriate data.
6. Consulted the relevant groups or citizens or stated clearly, when this is going to happen.
7. Clearly cross-referenced your impacts with SMART actions.

**PLEASE NOTE: FINAL VERSION MUST BE SENT TO EQUALITIES OTHERWISE RECORDS WILL REMAIN INCOMPLETE.**