

## 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>	
Author:	Keith Morgan
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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	17/05/23	

**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	17/05/23

**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	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 funding under the Transforming Cities Fund to complete various works around the City area. One of these projects is the improvement of the London Road / Station Street / The Great Northern Close

The scheme is proposed to improve access for pedestrians and cyclists whilst minimising effects upon vehicular traffic.

### [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. Both schemes will also be subject to consultation with key stakeholders including:

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

The schemes 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:

<u>screeintip-sectionD</u>	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>

Women and men

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.

Disabled people/carers

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.

**Action**

The proposals provided connectivity with 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 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.

**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 those with disabilities and mobility impairments.

**Action**

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.

**Action**

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.

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.

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.

If any issues or changes that have not been considered come to light from these discussions the EIA will be updated.

**Action**

The proposal provides a high quality and convenient crossing facility accessible to all users. The inclusion of tactile devices and flush kerb line interfaces enables the easy access for all disabled users.

**Action**

The proposals integrate with off carriageway routes providing a high quality segregated facilities, providing space for pedestrians and cyclists.

**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

<p>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.</p> <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>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 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> <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 schools and school children.</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, which will benefit younger people.</p>
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**8. Arrangements for future monitoring of equality impact of this proposal / policy / service:**



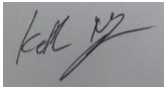
There is a DfT requirement that all authorities are expected to participate in monitoring and evaluation activities for the ATF. Output monitoring data to track progress and spend will be collected every 6 months and at 6 and 12 months after scheme completion.

All authorities are also required to formally evaluate schemes funded via the TCF grant. As one of the proposed schemes (London Road / Station Street crossing) costs more than £Xm 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:

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

**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.**