

## Equality Impact Assessment Form (Page 1 of 2)

**Title of EIA/ DDM:** Ring Road Pedestrian & Cycle Improvements  
**Department:** Development & Growth  
**Service Area:** Major Projects  
**Author (assigned to Pentana):**

**Name of Author:** Lyndsey Morrison  
**Director:** Chris Henning  
**Strategic Budget EIA** Y/N (please underline)

### **Brief description of proposal / policy / service being assessed:**

For a number of years cyclists have been able to use the footway alongside the Nottingham Ring Road to connect between residential areas, employment sites, two major hospitals, the University of Nottingham and other educational establishments. The paths were either shared with pedestrians or segregated by a white line. From 2015 onwards a series of improvements have been made to the path for pedestrians and particularly cyclists. These have been funded from a variety of sources, including the Department for Transport's (DfT) Local Transport Plan major scheme allocation, D2N2 Local Economic Partnership and Defra Early Intervention air quality programme. The most significant and innovatory change has been to redesign and construct the paths in order to give cyclists priority over motorists at more than 30 side road junctions. This has led to 30%+ increase in cyclists to over 500 a day on this route, which has now designated Nottingham orbital cycle route OR3 as part of Nottingham's strategic cycle network.

Nottingham has recently been awarded £486k by the DfT from the Sustrans National Cycle Network (NCN) improvement programme with funding that runs into 2020/21. The NCN is a national network of cycle routes that are promoted by the sustainable transport charity Sustrans with Local Authorities having the responsibility for the upkeep of the route within their respective areas. The scheme will divert a section of NCN6 from its current route through the Aspley estate. This route is a mixture of on and off provision, however on the off road section there are a number of anti-motor bike barriers and overall is not fit for purpose under the new Sustrans NCN standards, which is looking to provide safe cycle provision segregated from motor traffic whilst ensuring a high quality journey experience. The new route will follow the off road Ring Road path between Crown Island and Church St, then onto Church St itself and Lincoln St, re-joining the River Leen corridor and NCN6 route north of David Lane.

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

Existing EIA's and relevant knowledge **I have put a cross in a box below that can be copied if preferred**

	<b>Could particularly benefit X</b>	<b>May adversely impact X</b>
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 type="checkbox"/>	<input type="checkbox"/>

Disabled people or carers.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Pregnancy/ Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>
People of different faiths/ beliefs and those with none.	<input type="checkbox"/>	<input type="checkbox"/>
Lesbian, gay or bisexual people.	<input 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).	<input type="checkbox"/>	<input type="checkbox"/>
<b><i>Please underline the group(s) /issue more adversely affected or which benefits.</i></b>		

<b>How different groups could be affected</b> (Summary of impacts)	<b>Details of actions to reduce negative or increase positive impact</b> (or why action isn't possible)
<p><b>People from different ethnic backgrounds</b>            Consultation material not relevant or understandable</p> <p><b>Women and men</b>            Cycling levels particularly as a method of commuting are</p>	<p><b>Action.</b> All consultation material can be translated into alternative formats and languages if required.</p> <p><b>Action.</b> The delivery team will work with Councillors and Neighbourhood Officers to ensure if there is a known area of the community that require specific information this can be identified.</p> <p><b>Action:</b> Through the use of partner groups such as Ridewise and Sustrans the Council will ensure the improvements are promoted and messages such as Cycling provides an inexpensive and accessible mode of transport is put out to BME citizens particularly those new to the UK such as overseas students. This will assist with the wider agenda and rates of certain health conditions within the BME community.</p> <p>Woman are underrepresented in cycle use statistics. Evidence</p>

lower than what the Council would like given the benefits to health, air quality and congestion cycling can bring. These actions will enable more people to be able to consider cycling as a mode for their journey.

### Disabled people or carers

- Affect mobility Increasing cycling can benefit and dis-benefit disabled people and it is important to be aware of issues and address them as part of the design process.
- The Nottingham Cycle Design Guide recognises the needs of disabled people. Design standards allow for adapted bikes such as tricycles and recumbents.

suggests that boys on average cycle 138 miles a year and girls travel 24 miles (Sustrans). Improving the Ring Road and River Leen route might increase the number of women cycling.

**Action:** There will be improvements to the route encouraging new cyclists. Whilst also enhancing what is there for existing cyclists. Action: Sections of the new route will be on well lit and well used sections of path allowing people to feel safer using it my walking or cycling. This will have particular benefit at night and over the winter months.

Negative -Some cycle infrastructure such as 'shared' footways can cause problems for people with disabilities. We will ensure that tactile / corduroy paving at is provided at all shared footways within the programme.

**Action:** Substandard width footways will be widened throughout the programme to provide the appropriate widths for shared footways. More footway space is beneficial to all users.

**Action:** Cyclists do not make a noise like a car engine, this can mean road crossing for blind and partially sighted can be harder on heavily used cycle routes.

**Action:** All facilities will be safety audited, consulted and include all required tactile paving. Where road crossing is difficult formal signalised crossings will be installed with features such as rotating cones.

The LTP is widely consulted to all groups. All design is informed by national guidance such as the DfT's Inclusive Mobility document.

**Action:** Traffic management will be in place to reduce inconvenience. Including the use of temporary dropped kerbs. With regard to inconvenience during construction, road space is booked through Highway Network Management who is responsible for Chapter 8 covering the safety at road works for all users, including disabled people. Examples of provision include temporary ramps and tapping rails on temporary barriers

An pedestrian and cycle crossing points will provide a place for disabled people who use wheelchairs, people who use mobility scooters, pushchairs and visually impaired people to cross the road.

**Has consultation been done or planned for this proposal?** •Completed  •Planned x

**Has human rights legislation been considered in this proposal?** •Yes  •No

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

- No major change needed x
- Adjust the policy/proposal
- Adverse impact but continue
- Stop and remove the policy/proposal

**Arrangements for future monitoring of equality impact of this proposal / policy / service:**

Note when assessment will be reviewed (e.g. Review assessment in 6 months or annual review); Note any equality monitoring indicators to be used; consider existing monitoring/reporting that equalities information could form part of.

**Approved by (manager signature):**

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.

**Date sent to equality team for publishing:**

Send document or link to:  
equalityanddiversityteam@nottinghamcity.gov.uk

**Before you send your EIA to the Equality and Community Relations Team for scrutiny, have you:**

1. Read the guidance and good practice EIA's  
<http://gossweb.nottinghamcity.gov.uk/nccextranet/index.aspx?articleid=9770>
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.