

Appendix B: Equality Screening



**BIRMINGHAM
CYCLE REVOLUTION**



Birmingham City Council

INITIAL SCREENING – STAGE 1 (See Guidance information page 4)

As a public authority we need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a Full EINA/EQUALITY ANALYSIS is required.

| | |
|---|----------------------|
| Name of policy, strategy or function: Cycle City Ambition Grant – Bid Submission | Ref: DC1304CC |
|---|----------------------|

| | |
|---|--|
| Responsible Officer: Richard Leonard | Role: Chairperson of EQUALITY ANALYSIS Task Group |
| Directorate: Development and Culture | Assessment Date: 15/04/2013 |

| | | | | |
|-------------------|---|---|--|----------------------------------|
| Is this a: | Policy <input type="checkbox"/> | Strategy <input type="checkbox"/> | Function <input checked="" type="checkbox"/> | Service <input type="checkbox"/> |
| Is this: | New or Proposed <input checked="" type="checkbox"/> | Already exists and is being reviewed <input type="checkbox"/> | Is Changing <input type="checkbox"/> | |

1. What are the main aims, objectives of the policy, strategy, function or service and the intended outcomes and who is likely to benefit from it

The proposed bid submission to the Department for Transport seeks government transport funding to support the development of around 115 kilometres of new and 95 kilometres of upgraded cycling routes on main corridors, quieter ‘parallel’ roads, green routes and the canal network, to create a significantly improved network for cyclists. This package will be supported by wider enabling measures such as cycle parking, bike hubs, and ‘smarter choice’ activities including marketing / promotional initiatives and training.

The package is focused on the city centre and extends to all parts of the city within approximately 20 minutes cycling time of the ring road. The bid will act as a catalyst to encourage more cycling across the city, with its associated benefits in terms of reducing the adverse impacts of road congestion, improving health and addressing social inclusion.

It is expected that the proposals will enhance the levels of accessibility for all sections of the community especially for those without a car. The proposals will connect communities to key employment sites and other essential services as well as removing barriers to access job opportunities for people experiencing difficulties in transport by making cycling a more realistic travel choice. The cumulative effects of the infrastructure improvements and supporting measures are therefore expected to open job opportunities for people, particularly in areas with high levels of worklessness.

All residents would benefit from outcomes such as less road congestion, improved environment and economic benefits. Participation in the supporting measures of the project will be via a range of channels and as such is open to all. Infrastructure developed as part of the project (e.g. new paths and road crossings) is not exclusively for the use of cyclists or indeed participants in other elements of the project.

2. Explain how the main aims of the policy, strategy, function or service will support the Equality Duties?

1. Eliminate discrimination, harassment and victimisation?
2. Advance equality of opportunity?
3. Foster good relations?
4. Promote positive attitudes towards disabled people?
5. Encourage participation of disabled people?
6. Consider more favourable treatment of disabled people?

1. Elimination of discrimination, harassment and victimisation:

Elimination of discrimination, harassment and victimisation is not directly relevant to this project. However, encouraging collective participation in cycling activities will encourage more positive attitudes in relation to equalities issues and therefore help to eliminate discrimination, harassment and victimisation.

2. Advance equality of opportunity:

The project will help to advance equality of opportunity by improving access to workplaces and training opportunities. Increasing the destinations that are accessible by cycling and walking will help those without access to a car. The proposals will make cycling a more attractive travel option for short trips, including a range of communities and social groups, many of which are ethnically mixed or socially deprived, and which may not have a cycling culture at the moment. Inclusion of women will be encouraged through initiatives such as Women on Wheels as part of the supporting measures package.

3. Foster good relations:

The project will help to foster good relations through a range of initiatives which will help to create and foster a sense of community. By encouraging more people to cycle and walk in the public realm, casual surveillance will be improved so benefiting community safety. Cycling and walking are sociable and stress relieving activities and allow for more personal interaction than vehicle travel, so building local relationships and connections. The supporting measures activities lend themselves to community group involvement so building bridges between differing community sectors.

4. Promote positive attitudes towards disabled people 5. Encourage participation of disabled people and

6. Consider more favourable treatment of disabled people

In terms of the infrastructure developed for the project i.e. new paths and crossings, all of these are available for others than just cyclists and for those who are not otherwise participating in the project. All facilities will be designed and constructed to be accessible and usable by people with all forms of disability where appropriate and feasible. In particular new and improved paths serving parks and open spaces make these facilities available to people with mobility difficulties who would not otherwise be able to access them – we know from feedback from recently completed routes in parks in other areas that they are welcomed by people who use wheelchairs and mobility scooters.

The focus of the project is on encouraging more people to cycle, however this does not preclude participation of disabled people for example through the use of specially adapted cycles, or via the use of sighted riders piloting tandems for the visually impaired. The project will positively encourage disabled participation through a specialist element of the Big Birmingham Bikes programme.

Supporting elements of the project will deal with Schools which will include those which cater for children with special educational needs. Activities would be tailored to their specific needs and likely to focus more on the health and leisure aspects of cycling rather than travel to school – experience in this area has taught that this is problematic given the distances travelled and individual requirements.

Communication is a key element of this project and as such care will be taken to meet the communication requirements of different groups as applicable for example relating to the format in which travel information is presented. This includes formats for people with visual impairments as well community languages.

3. Does your policy, strategy, function or service affect:

| | | |
|-----------------|---|-----------------------------|
| Service users | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Employees | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Wider community | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

Please provide an explanation for your 'Yes' or 'No' answer

Infrastructure created by the project will be part of the public highway or be in public parks and open spaces, and as such be available to all. Participation in the supporting elements of the project is open to all which could include employees and service users as well as the wider community.

4. Are there any aspects of the policy, strategy, function or service, including how it is delivered, or accessed, that could contribute to inequality? (including direct or indirect discrimination to service users or employees)

Yes No

Please provide an explanation for your 'Yes' or 'No' answer

See response to point 4 above.

5. Will the policy, strategy, function or service, have a adverse (negative) impact upon the lives of people, including employees and service users?

Yes

No

Please provide an explanation for your 'Yes' or 'No' answer

It is considered that the project will have an entirely positive impact either through direct participation in cycling, walking and related activities facilitated through the improved infrastructure and/or the supporting measures or indirectly through outcomes such as reduced road congestion and improved environment. Pedestrians and cyclists (both existing and potential) stand to benefit in particular.

6. Is an Equality Impact Needs Assessment/Equality Analysis required?

If your answer to question 2 has identified potential adverse impact and you have answered 'yes' to any of the following questions 3, 4, or 5, then you should carry out a Full EINA/EQUALITY ANALYSIS.

Does the Policy, Strategy, Function or Service require a Full EINA/EQUALITY ANALYSIS? **Yes**
 No

If a Full EINA/EQUALITY ANALYSIS is required, before proceeding you should discuss the scope of the assessment with service managers in your service area as well as the Directorate EINA/EQUALITY ANALYSIS Contact Officer.

If a Full EINA/EQUALITY ANALYSIS is Not required, please sign the declaration below and forward a copy of the Initial Screening to your Directorate EINA/EQUALITY ANALYSIS Contact Officer

DECLARATION

A Full EINA/EQUALITY ANALYSIS is not required, the Initial Screening has demonstrated that the Policy, Strategy, Function or Service is robust; there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken.

Chairperson: Richard Leonard

Summary statement:

Sign-off Date: 15/04/2013

The project will not only have an entirely positive impact on the lives of the citizens of Birmingham, but also present opportunities to improve accessibility and encourage participation from excluded groups within the community.

Quality check: The screening document has been checked using the agreed audit arrangements in the Directorate:

| | | |
|--|---|--|
| <p>Name: (Officer/Group carrying out the Quality Check)</p> <p>Phil Edwards</p> <p>Directorate: Development and Culture</p> <p>Contact number: 0121 303 7409</p> | <p>Date undertaken:</p> <p>16/04/2013</p> | <p>Screening review statement:</p> <p>I concur with the Chairperson's summary that this will have an entirely positive impact.</p> |
|--|---|--|

EINA/EQUALITY ANALYSIS Task Group Members

| <u>Name</u> | <u>Role on Task Group</u> (e.g. service user, manager or service specialist) | <u>Contact Number</u> |
|----------------------|---|-----------------------|
| 1. Richard Leonard | Chairperson / Bid Manager | 0121 464 5997 |
| 2. Mel Jones | Service specialist | 0121 303 7758 |
| 3. Rebecca Hawthorne | Service specialist | 0121 675 6936 |
| 4. Graham Lennard | Service specialist / service user | 0121 303 7195 |
| 5. Andy Chidgey | Service specialist | 0121 675 6519 |