

Equality Impact Assessment
Corporate Assessment Template



Policy/Strategy/Project/Procedure/Service/Function Title: Active Travel Integrated Network Map
New/Existing/Updating/Amending: New

Who is responsible for developing and implementing the Policy/Strategy/Project/Procedure/Service/Function?	
Name: Gail Bodley-Scott	Job Title: Section Leader
Service Team: Transport Vision, Policy and Strategy	Service Area: City Operations
Assessment Date: 21 st August 2017	

1. What are the objectives of the Policy/Strategy/Project/ Procedure/ Service/Function?

The development of an Integrated Network Map (INM) is a requirement of local authorities in order to meet their duty under the Active Travel (Wales) Act 2013.

For the purposes of the Active Travel Act, “active travel” is defined as “walking and cycling as an alternative means to motorised transport for the purpose of making everyday journeys”.

The INM defines a network of active travel routes which require improvements in order to meet the standards set out in Welsh Government’s Active Travel Design Guidance and sets out a prioritised schedule of schemes to improve these routes over a 15 year period.

2. Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]

The Cardiff Bike Life 2015 report sets out demographic data of regular cyclists compared to the general population of Cardiff. This shows that women and the over 65s are underrepresented among regular cyclists compared to the population as a whole, however the proportion of cyclists who identify as black or minority ethnic is comparable to the general population.

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3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative/]** on younger/older people?

	Yes	No	N/A
Up to 18 years	X		
18 - 65 years	X		
Over 65 years	X		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The Cardiff Bike Life 2015 report shows that the over 65s are underrepresented among regular cyclists compared to the population as a whole. Should this underrepresentation continue, a greater proportion of over 65s will not directly benefit from improvements to the cycling network compared to other age groups. However, it should be noted that among over 65s, 69% would like to see more investment in cycling in Cardiff (Cardiff Bike Life 2015).

What action(s) can you take to address the differential impact?

The approach taken to develop the Integrated Network Map emphasises provision for cyclists of all ages and abilities, including more routes segregated from motor vehicles with sufficient capacity for all users.

3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment	X		
Physical Impairment	X		
Visual Impairment	X		
Learning Disability	X		
Long-Standing Illness or Health Condition	X		
Mental Health		X	
Substance Misuse		X	
Other		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

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Stakeholder feedback through the public consultation has identified concerns about difficulties posed by access barriers and surface quality for disabled cyclists using adapted bikes that were not fully addressed through the Draft INM.

Some disability groups have expressed long standing concerns about the impact of shared use pedestrian/cycle paths on the perceived safety of disabled people using those routes, particularly people with visual impairments.

What action(s) can you take to address the differential impact?

The Draft INM has been reviewed and, where necessary, amended, to ensure that existing access barriers and surface quality will be addressed through the proposed schemes to provide access for disabled cyclists.

Locations in the Draft INM where shared use has been identified as a treatment option have been reviewed. Routes in urban areas alongside the carriageway and off road routes where pedestrian or cyclist flows are likely to be high will only be designated as shared use as a “last resort” in accordance with Welsh Government’s Active Travel Design Guidance. This assessment will form part of the scheme design process.

3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

	Yes	No	N/A
Transgender People (People who are proposing to undergo, are undergoing, or have undergone a process [or part of a process] to reassign their sex by changing physiological or other attributes of sex)			X

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

What action(s) can you take to address the differential impact?

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3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage			X
Civil Partnership			

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

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What action(s) can you take to address the differential impact?

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3.5 Pregnancy and Maternity

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy	X		
Maternity	X		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The Cardiff Bike Life 2015 report shows that women are underrepresented among regular cyclists compared to the population as a whole. In locations where there is good quality, segregated provision for cycling and high levels of cycling (The Netherlands, Copenhagen) there tend to be more female cyclists than male. It is highly

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likely, therefore, that the quality of provision for cycling has a greater impact on female cyclists than male. Concerns about safety of cycling may have a particular impact on pregnant women and mothers with young children.

What action(s) can you take to address the differential impact?

The approach taken to develop the Integrated Network Map emphasises provision for cyclists of all ages and abilities, including more routes segregated from motor vehicles with sufficient capacity for all users.

3.6 Race

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White		X	
Mixed / Multiple Ethnic Groups		X	
Asian / Asian British		X	
Black / African / Caribbean / Black British		X	
Other Ethnic Groups		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

What action(s) can you take to address the differential impact?

3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist		X	
Christian		X	

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Hindu		X	
Humanist		X	
Jewish		X	
Muslim		X	
Sikh		X	
Other		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

What action(s) can you take to address the differential impact?

3.8 Sex

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men	X		
Women	X		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The Cardiff Bike Life 2015 report shows that women are underrepresented among regular cyclists compared to the population as a whole. Should this underrepresentation continue, a greater proportion of women will not directly benefit from improvements to the cycling network compared to men. In locations where there is good quality, segregated provision for cycling and high levels of cycling (The Netherlands, Copenhagen) there tend to be more female cyclists than male. It is highly likely, therefore, that the quality of provision for cycling has a greater impact on female cyclists than male.

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What action(s) can you take to address the differential impact?
The approach taken to develop the Integrated Network Map emphasises provision for cyclists of all ages and abilities, including more routes segregated from motor vehicles with sufficient capacity for all users.

3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual		X	
Gay Men		X	
Gay Women/Lesbians		X	
Heterosexual/Straight		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

What action(s) can you take to address the differential impact?

3.10 Welsh Language

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on Welsh Language?

	Yes	No	N/A
Welsh Language		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

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What action(s) can you take to address the differential impact?

4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

Consultation events were held with Cardiff Council Access Focus Group on 13th November 2015 on the Existing Route Map and on 24th February 2017 on the Integrated Network Map.

Consultation and engagement with school pupils was undertaken with pupils at Willows High, Ysgol Gyfun Plasmawr, Fitzalan High and Llandaff Primary School.

Women were engaged through contact with the Breeze Network, a Welsh Cycling initiative to increase active travel among women.

5. Summary of Actions [Listed in the Sections above]

Groups	Actions
Age	The approach taken to develop the Integrated Network Map emphasises provision for cyclists of all ages and abilities, including more routes segregated from motor vehicles with sufficient capacity for all users.
Disability	The Draft INM has been reviewed and, where necessary, amended, to ensure that existing access barriers and surface quality will be addressed through the proposed schemes to provide access for disabled cyclists. Locations in the Draft INM where shared use has been identified as a treatment option have been reviewed. Routes in urban areas alongside the carriageway and off

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	road routes where pedestrian or cyclist flows are likely to be high will only be designated as shared use as a “last resort” in accordance with Welsh Government’s Active Travel Design Guidance. This assessment will form part of the scheme design process.
Gender Reassignment	N/A
Marriage & Civil Partnership	N/A
Pregnancy & Maternity	The approach taken to develop the Integrated Network Map emphasises provision for cyclists of all ages and abilities, including more routes segregated from motor vehicles with sufficient capacity for all users.
Race	N/A
Religion/Belief	N/A
Sex	The approach taken to develop the Integrated Network Map emphasises provision for cyclists of all ages and abilities, including more routes segregated from motor vehicles with sufficient capacity for all users.
Sexual Orientation	N/A
Welsh Language	N/A
Generic Over-Arching [applicable to all the above groups]	

6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area’s Business Plan to be monitored on a regular basis.

7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By : Gail Bodley-Scott	Date: 21 st August 2017
Designation: Section Leader	
Approved By:	
Designation:	
Service Area: City Operations	

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- 7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality Impact Assessments* - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 3059 or email citizenfocus@cardiff.gov.uk