

CARDIFF COUNCIL

Equality Impact Assessment Corporate Assessment Template

Policy/Strategy/Project/Procedure/Service/Function Title:

Project Title: City Centre West

Project Number: CO17089

New/Existing/Updating/Amending: City Centre West Transport Improvement Project, Cardiff.

Who is responsible for developing and implementing the Project?	
Name: Andrew Gregory	Job Title: Director of City Operations
Service Team: City Operations	Service Area: City Operations
Assessment Date: 12th June 2019 (Plans dated 26 February 2019)	

Alternative formats are available.

1. What are the objectives of the Project?

1.1 General Objectives

- 1: To improve sustainable transport in Cardiff City Centre
- 2: Improve safety on the transport network by improving pedestrian facilities and implementing 20mph zones
- 3: Reduce over reliance on the motor car as a mode of transport and reduce congestion
- 4: Provide a transport network that enables better regional connectivity
- 5: Provide transport solutions that positively affect air quality
- 6: Improve the image of transport in the city centre by improving information sharing and communication

1.2 Inclusive travel objective

To enable the safe integration of inclusive access to all travel modes, including walking, in key routes through City Centre West.

1.3 Locally, the project aims to:

- Enhance Cardiff's high quality city environment, including attractive public space and good supporting transport infrastructure
- Provide faster journey times for buses, better cycling routes and improved pedestrian crossings
- To improve sustainable connectivity between services, destinations, transport hubs and the wider city region

1.4 Creating 'modal shift' (changing our choice of travel method) is a primary goal of all improvements within the city centre. A target of 50% of journeys by sustainable modes has been set. The city centre must go beyond 50%.

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

2.1 The report on the background to the proposals is available on the Cardiff City Council Consultation web page (Appendix 15). The following version, dated 12th June 2019 will be updated as the plans proceed.

Cardiff Council have undertaken a transport review of the City Centre in order to identify where improvements to sustainable transport infrastructure can be made. The City Centre currently has issues of congestion and poor air quality as a result of the high number of vehicles which travel through the City. An effective way of tackling these problems is through creating more opportunities for people to travel sustainably, whether by foot, bike, or public transport.

With this in mind, we have developed proposals for a range of improvements to sustainable transport across the City Centre. This includes the introduction of "Cycleways" (continuous and segregated cycle routes) and bus priority measures which will improve connections between communities and major destinations. Our proposals provide the opportunity to make the City Centre a more attractive place to live, work, shop and spend time.

This consultation pack relates to the City Centre West Transport Improvement Project, which covers an area of the City Centre including Central Square, Westgate Street and Castle Street. There are a number of ways in which you can comment on the proposals: relevant details are provided in this pack.

Summary of Proposed Changes

Our proposals for the City Centre West Transport Improvement Project include:

- Fully segregated Cycleways on Castle Street, Wood Street and Westgate Street, providing dedicated space for those who want to cycle.
- New traffic restrictions to manage vehicle movements through the City Centre, tackling congestion and improving air quality.
- Bus priority measures on Westgate Street to improve bus reliability and efficiency.
- Changes to some bus stop layouts and locations, including new bus stop bypasses for cyclists.
- Wholesale improvements to public realm, to create more welcoming and inclusive streets for individuals and communities to enjoy.
- New and improved pedestrian and cycle crossings at over 20 locations, to make walking and cycling easier and more attractive.
- Improved connections to Central Square by sustainable modes, including changes to the highway network to facilitate the new bus interchange.

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We are aiming to deliver the City Centre West project to align with the opening of the new interchange at Central Square and a programme to address the existing air quality problem in the City Centre. The project will introduce changes to key routes within the City Centre, and these will be implemented in phases to minimise disruption. The current timescales for the construction of the City Centre West project can be viewed online (Appendix 15).

Why are we proposing these changes?

The City's transport network is already under pressure. Over 75,000 people commute into Cardiff from areas outside of the City each day, with 80% travelling by car. The private car is also the dominant mode of travel for commuter trips within the City, equivalent to 57% of trips.

Future growth forecasts associated with both population and employment are likely to exacerbate these issues without appropriate transport interventions. The population of Cardiff is forecast to rise by almost a quarter over the next 25 years, from 348,000 to 430,000. Combined with the projected increase in employment, it is estimated that traffic levels will increase by 32% and the number of commuters will increase by 20%. Figures are taken from the Cardiff Local Transport Plan 2015-2020.

Air quality and the environment

Traffic and congestion are the main contributors to poor air quality, which is now seen across the UK and the rest of the world as a public health priority. Poor air quality has the potential to affect everyone either directly or indirectly with significant impacts on health, child development and environmental quality. Figures from Public Health Wales suggest that the number of deaths per year that can be attributed to poor air quality has increased to over 225 across Cardiff and the Vale of Glamorgan.

Westgate Street is included in the City Centre Air Quality Management Area (AQMA) which has been designated due to its poor air quality. Our proposals will contribute significantly to improving the existing situation through a removal of through-traffic along Westgate Street, which equates to a 30% reduction in total traffic levels on this route. Furthermore, improving access to walking, cycling and public transport has the potential to reduce private vehicle use and associated emissions.

Improving safety

Safety is a major barrier to walking and cycling. 21 collisions occurred between 2011 and 2015 on Westgate Street, with half of these accidents involving pedestrians. The "Bike Life Cardiff" study conducted in collaboration with Sustrans in 2017 found that 79% of residents would like to see more money spent on cycling and 79% support the building of protected cycle lanes, even when it means less room for other road users.

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Our proposals for new segregated Cycleways will separate cyclists from vehicular traffic along key routes within the City Centre. Pedestrians will benefit from wholesale enhancements to the public realm to create attractive routes, with improved crossing facilities providing safe points at which to cross the road.

Encouraging active travel in Cardiff

Over 12 million people completed trips by bike in 2017, and 57% of residents would like to start riding a bike, or could ride their bike more (Sustrans, Bike Life Cardiff 2017). Furthermore, the introduction of Nextbikes to Cardiff has provided an easy and accessible way for people to start cycling. There are currently over 16,000 registered users.

The City Centre West Cycleway forms part of a wider network of five new Cycleways which will connect communities to major destinations across the City, providing dedicated routes for cyclists of all ages and abilities. Improvements to walking and cycling facilities will not only benefit existing users but will also provide those who are less confident the opportunity to cycle more often.

Safeguarding public transport and the new interchange

We are committed to the delivery of a new bus interchange at Central Square, and as part of this development we will be introducing changes to the local highway network to prioritise bus movements. We are planning to introduce a bus gate on Westgate Street to promote bus efficiency and reliability towards the interchange.

The new interchange will provide a high-quality facility to the benefit of Cardiff and the City Region. It will support connections between modes including rail, through its proximity to Cardiff Central Railway Station. Our proposals for City Centre West will integrate with this facility and the wider sustainable transport network to provide people with the opportunity to travel entirely by sustainable modes between major employment and visitor sites.

Improving places

The City Centre West Transport Improvement Project area is home to a number of important destinations including the Principality Stadium, Cardiff Castle, and Central Square, as well as significant economic centres. Despite this, the area is currently characterised by poor quality public realm, wide carriageways which prioritise vehicle movement, and damaged infrastructure.

Our proposals will provide a high-quality gateway to these destinations and upgrade connectivity within the City Centre and to the wider region. We will implement wholesale improvements to existing infrastructure and re-balance streets to give priority to walking, cycling and bus travel.

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Joined-up improvements to accommodate growth

Cardiff is growing faster than any other major city in the UK outside of London and is projected to grow by more than every other local authority in Wales combined. It is crucial that we manage this growth in a sustainable way through adopting new and innovative approaches. City Centre West forms part of a wider integrated strategy to achieve a step-change in sustainable travel uptake, which will contribute significantly to addressing the problem of congestion (and associated issues) in Cardiff.

What is being proposed?

City Centre West will deliver a section of the City Centre Cycleway that incorporates Castle Street and Wood Street. Westgate Street will also be developed to provide a segregated cycle route that serves as a connection between Castle Street and Wood Street, as well as providing a gateway to Central Square.

Westgate Street will function as an important route for buses towards the new interchange. Our proposals include a bus gate to reduce congestion on Westgate Street and therefore improve bus reliability. Changes to the local road network around Central Square will be required to deliver the bus gate and promote efficient access to the interchange.

Castle Street

Improvements for cycling

- New bi-directional segregated cycle lane to the north of Castle Street, extending from Cardiff Bridge to Boulevard de Nantes.
- At Boulevard de Nantes, cyclists will continue from Castle Street onto another bi-directional segregated cycle lane on the southern side of Boulevard de Nantes via a cycling-specific traffic light phase. Boulevard de Nantes forms part of the City Centre Cycleway and will be consulted upon separately.
- The junction with Westgate Street will be remodelled to include provision for cyclists to travel between the cycleway on Castle Street and the segregated cycle lanes on Westgate Street.

Improvements for walking

- New signalised pedestrian crossings on all arms of the Boulevard de Nantes junction. The existing underpass on the northern arm of the junction replaced with an at-grade crossing point.
- New footway surfacing and public realm improvements.

Changes to buses

- Increased capacity for northbound bus stops opposite Kingsway.
- Bus stop KA removed outside Cardiff Castle.
- Bus stop layouts modified to include bypasses for cyclists. [Link: Bus Stop Bypass Guide]
- The westbound bus lane will be extended to the west of the junction with Westgate Street towards Cardiff Bridge, taking one traffic lane.

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Road design and layout

- One eastbound traffic lane will be removed to facilitate the new cycle lane.
- At the Boulevard de Nantes junction, one straight ahead lane in the northbound direction will be removed. Two right turn lanes will be retained.
- Southbound access to Greyfriars Road will be opened up to general traffic. Currently, access is restricted to buses and taxis only.
- The two raised table sections on Castle Street, where the existing signalised crossings are located, will be merged to create an extended section of raised table.

Parking and Loading

All existing parking / loading arrangements on the south side of Castle Street will be retained.

Westgate Street

Improvements for cycling

- Continuous segregated cycle lane on both sides of Westgate Street along its full extent. The cycle lane will be stepped from the carriageway for the majority of the route.
- The junction between Westgate Street and Park Street will be signalised as part of the proposals. Provision for cyclists has been incorporated into the design for this junction.

Improvements for walking

- More public realm space gained through the reconfiguration of the carriageway.
- High quality landscaping and improved street furniture.
- Two new signalised pedestrian crossings incorporated into the new junction layout at Park Street.

Improvements for buses

- Two-way split bus gate that will control traffic movements along Westgate Street and give priority to buses. A bus gate is a short section of road blocked off to all traffic except buses, cycles and taxis. [Link: Guide to the Westgate Street Bus Gate]
- The northbound bus gate will be located at the junction between Westgate Street and Park Street. The southbound bus gate will be located between Guildhall Place and Golate Y Gwter.
- In the northbound direction, bus stops KL, KM, KN, and KP will be consolidated into a single bus lay-by.
- In the southbound direction, bus stops KD, KE, and KF will be consolidated into a single bus lay-by. Bus stops KF, KG, GP and KJ will be removed. Bus stops KK and KH will be retained in their current layout.
- These changes will affect where buses stop along Westgate Street. The proposed bus stops and service allocations are summarised here: [Link: Westgate Street Bus Stops]

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Road design and layout

- Westgate Street will be reduced to one lane in each direction along much of its length.
- The bus gate will restrict through movements on Westgate Street. Westgate Street will become access-only for general traffic from the north, via Castle Street.
- There will be changes to the road network to the south of Westgate Street to facilitate the bus gate. Lower Westgate Street (the section of Westgate Street between Park Street and Wood Street) will become two-way and bus only, providing a link into and out of the new bus interchange. Park Street, between Havelock Street and Westgate Street, will also become two-way and restricted to buses only.
- General traffic will be given the opportunity to turn around prior to the bus gate by using the Guildhall Place and Golate y Gwter one-way loop.

Parking and Loading

All existing points of access will be retained.

Some changes to existing loading bays on Westgate Street: [insert link to parking and loading].

Westgate Street will only be accessible to general traffic from the north.

Central Square

Road design and layout

- Wood Street will be reduced to one lane in each direction.
- The new bus interchange will provide both a northern access onto Wood Street and a southern access onto Saunders Road.
- Access onto Wood Street will be via a new southern arm at the junction between Wood Street and Westgate Street. This will integrate with the changes to Lower Westgate Street, providing a bus only link into and out of the bus interchange from the north.
- Saunders Road will be reconfigured to provide access to the interchange and the proposed car park which will be located within the interchange building. The Saunders Road taxi rank will remain operational.
- The one-way restriction on Havelock Street will be reversed to become southbound only and at the Wood Street junction, all vehicles will be required to turn right.
- Park Street (between Scott Road and Havelock Street) will become one way in the eastbound direction. Park Street (between Havelock Street and Westgate Street) will become two way and bus only. Together with Havelock Street this will create a one-way loop for vehicles access to these areas.

Improvements for cycling

- New segregated cycle lane on both sides of Wood Street, extending from the Millennium Plaza to Westgate Street. The cycle lane will be “stepped” from the carriageway on both sides of the road.
- Cycle movements through both the junction with Havelock Street and Westgate Street will be controlled via a cycling-specific traffic light phase.

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- Lower Westgate Street will include a northbound stepped cycle lane.
- Southbound cyclists travelling from Westgate Street towards Wood Street will be guided onto a corresponding stepped cycleway provided on Park Street and Havelock Street.

Improvements for walking

- Significant improvements at the junction between Wood Street and Westgate Street to provide 6m wide pedestrian crossings on all arms except Wood Street east.
- The pedestrian crossing directly to the east of Scott Road will be tabled to raise the crossing to the height of the footway.
- Signalised pedestrian crossings will be provided over the interchange and car park accesses on Saunders Road.

Changes to buses

- The interchange will provide a world-class facility in a prominent location, catering for a number of local, regional and national bus and coach services. At its peak, the interchange will cater for 74 bus services per hour and is predicted to accommodate 6,000 bus passengers over a 12-hour period.
- Bus stops JA to JD on Wood Street will be retained. These stops will be remodelled to be provided in a layby arrangement incorporating a floating bus island.
- Bus stop JV will be removed to facilitate the cycle lane.
- Bus stop JU on Havelock Street will also be removed.
- Buses will benefit from network changes that promote journey time reliability and efficiency.

Parking and Loading

- There will be no changes to access to the Central Square development.
- Businesses that currently use Great Western Lane for servicing will be able to continue to do so via the new bus interchange.
- Access to the north of Wood Street will be retained through the creation of a one-way loop using Scott Road, Park Street and Havelock Street.
- What is the predicted impact of our proposals?
- Our proposals will deliver significant improvements to the sustainable transport network around Cardiff City Centre, notably for cyclists and public transport users. In order to achieve this step-change in sustainable transport provision, the changes that are implemented may impact the way in which you use the area.

We have prepared a wide range of information with the aim of helping you to understand how the proposals may affect you specifically. This information can be accessed using the links (Appendix 15)

Parking and loading

Our proposals will change the layout of some of the parking and loading bays, and network changes will also affect how some areas are accessed. We have

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prepared a summary of these changes and arrangements that will maintain access for affected businesses and residents. This can be found online (See Appendix 15).

During the consultation period, we will contact premises we think could be affected by these changes. If you think the proposals could affect you or your business, please contact us to let us know (contact details are at the bottom of this page). We encourage you to discuss these proposals with your suppliers.

Equalities

The Equality Impact Assessments for each scheme will be made available online as part of the consultation process. Details of the Equality Act 2010 and Cardiff Council Equality policy will also be made available.

Next steps

The timeline for the consultation period, information about upcoming consultation events, how people can submit comments, and how these comments will be considered are set out online (See Appendix 15). There is considerable emphasis on the number of opportunities different groups have been given to input to the scheme (consultation to date). This demonstrates a commitment by the Council to listen to stakeholders.

Have your say

A list of the channels through which people can comment on the scheme, including contact details and a deadline for submissions are available online (See Appendix 15).

Public Exhibitions

See Appendix 15

2.2 Policies and plans considered

A number of policies and plans have been considered within the proposals, including:

- Welsh Government Wellbeing Objectives (2016)
- The Wales Transport Strategy (2008)
- Cardiff City Deal (2017)
- City of Cardiff Council Corporate Plan (2016-18)
- City of Cardiff Council Local Development Plan (2006-26)
- City of Cardiff Council Local Transport Plan (2015-20)
- City of Cardiff Council Transport Strategy (2016)
- City of Cardiff Council Cycling Strategy (2017)

The analysis of evidence for this assessment includes the following headings:

- A. Baseline data.
- B. A literature review.

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C. Records of stakeholder engagement.

D. A briefing note on Cycle routes prepared by an independent consultant.

A. Baseline data

Where available and relevant, this has been detailed within the specific protected characteristic analysis below.

B. Literature Review

A number of documents have been subject to a desk-based literature review.

A review of published national, regional and local policy on equality, inclusion and potential impacts on people with protected characteristics identified a number of key documents:

1 The Equality Act 2010, including the Public Sector Equality Duty

Available online: <https://www.gov.uk/guidance/equality-act-2010-guidance>

2 Welsh Government Strategic Equality Plan and Objectives 2016-2020

Available online: <https://gov.wales/topics/people-and-communities/equality-diversity/equality-objectives/?lang=en>

3 Cardiff City Council Strategic Equality Plan 2016-2020

Available online: <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Equality-diversity-and-cohesion/Strategic-Equality-Plan-and-Policies/Pages/Strategic-Equality-Plan-and-Policies.aspx>

4 Well-being of Future Generations (Wales) Act 2015

5. Technical Advice Note 18: Transport, 2007. Welsh Government

Available online: <https://gov.wales/docs/desh/publications/070301tan18en.pdf>

6. Inclusive Mobility, 15 December 2005

Available online: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

7. Cardiff Cycling Strategy 2016-2026

Available online: <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/Walking-and-cycling/Cycling-Strategy/Documents/Cardiff%20Cycling%20Strategy.pdf>

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C. Stakeholder Engagement

A stakeholder plan is attached to the WeITAG report.

Key documents include Transport reports submitted to Cardiff Council in early 2019, including:

- WeITAG Transport Assessment
- Environmental Assessment
- Crowd Flow Assessment
- Stakeholder engagement plan

Stakeholder Engagement and partnership working with EA protected groups were developed to support the delivery stages from Stage 1 of this project. As the detail of the proposals is confidential, the majority of the engagement will commence from Stage 2.

The plan will include engagement exercises where all groups who live, work and/or use the area are given the opportunity to identify specific issues and design requirements. A general public consultation exercise will present an opportunity to comment on the scheme, particularly for local residents and business representatives.

Further consultations with representatives of Equality Act protected groups identifying evolving issues with further design requirements will continue throughout the construction stage. The council has been engaging with Cardiff Council Access Focus Group (CCAFCG) on cycling alterations since 2010 and will continue to engage throughout the development.

Stakeholder comments will be included in the final design and continue to evolve, particularly with Cardiff Council Access Focus Group (CCAFCG), RNIB Cymru and Guide Dogs Cymru and a wide range of EA representative groups and individuals.

D. Briefing note on Inclusive Cycling in Cardiff

The briefing note provides a summary of inclusion issues, cites relevant research and concerns, challenges, opportunities, similar examples and inclusive cycle path design guidance.

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3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Project 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.

Baseline Data:

24.6% of Cardiff's population are aged below 19.

19% of the population of Cardiff is aged 65 and over. (ONS Census 2011)

Demand from increased frailty for people over 65 is predicted to increase by 50% by 2026 (Appendix 5).

The multi-use nature of the cycle route proposals means all age groups will be users of the area and affected by the city centre improvements.

Factors such as design will have specific impacts on different age groups, some of which may be negative on some age groups if their needs are not taken into account.

Positive Impacts

Children (up to 18)

- The availability of **safer transport connections in close** proximity with inclusive access routes will have a positive impact on independent travel.
- Post-construction **pollution and noise** may be reduced by creating a reduced motorised traffic zone. This will be beneficial to children who can be disproportionately affected by air quality and road noise. (Appendix 3).
- **Improved pavement surfaces** will be more available
- An opportunity for **community cohesion**.
- Reduced **air pollution**.

Older people

- **Traffic noise** and **poor air quality** can disproportionately impact on older people, who are more likely to experience heart and lung conditions. This should be improved in the development.
- **Other benefits** as detailed above for children.

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Negative Impacts

Children (up to 18)

- The revised road and pavement layouts can be **confusing and potentially dangerous** for children and older people, who have set patterns of behaviour around traffic danger points.
- For children, the perception of safe transport areas may take many years to understand. The cycling city changes these 'rules' in selective areas, adding another tier of learning and adaptation.
- There is evidence of cyclist /pedestrian collisions and the **fatality** of a small child in shared space (**Appendix 4** - 'My son didn't know where to run').

Young people (aged 16 to 25)

- Many young people use technology while walking. This can reduce their awareness of danger, particularly when infrastructure changes are made.

Older people (aged 65 and over)

For older people, re-learning the rules of the road can be problematic. 90% of our behaviour is repeated and it can be a challenge to re-learn.

Example: Reports of increased pedestrian / cycle collisions / perception of danger on floating bus islands in Cambridge for older people
<http://www.atvbf.co.uk/index.php?topic=8733.0>
<https://www.cambridge-news.co.uk/news/cambridge-news/cambridge-floating-bus-stops-12874977> Design elements of the final scheme could have a negative impact on some age groups, particularly safety, if their needs are not taken into account.

The **overall impact** of any proposed changes is therefore **negative**, as there is a safety risk. Mitigation is subject to design detailing and traffic enforcement.

The specific needs of age groups will determine factors such as design in the cycle route .

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

- An inclusive design cycle route expert could guide the process to completion and review.
- The **inclusive cycling briefing note** can be used to inform and support the evolving design process.
- Adoption of the inclusive design suggestions in available literature.
- The **stakeholder engagement process** must be used to assess further if there are any further impacts to be considered, particularly safety concerns.
- Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the

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re-learning process is extended. **Minimising the highway designs** can ease the re-education process and adoption.

- Enforcement of traffic regulations can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.
- Prior notification of proposals in a variety of formats, including social media.

3.2 Disability

Will this Project 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 - Neuro-diverse conditions, dementia	X		

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

Baseline Data:

Hearing Impairment - Around 575,500 people in Wales are deaf or have hearing loss – as much as the populations of Cardiff and Swansea combined (Action on Hearing Loss Cymru)

Visual Impairment - over 107,000 people in Wales live with sight loss (RNIB Cymru)

Dementia - It's estimated that 25% of women and nearly 20% of men over 85 in Wales currently have a form of dementia and by 2035, it's predicted that over 6000 people in Cardiff will be living with dementia. (Appendix 5)

Neurodiversity affects well over 20% of the population.

20% of Households in Cardiff have an accessible parking bay marked outside their homes.

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3.2.1 General comments

Disabled people are likely to be disproportionately impacted by changes in built environment arrangements, including road rules, infrastructure, air quality, safety and travel patterns.

Positive Impacts

- Disabled people may feel less vulnerable to collision as a result of high quality segregated cycle lanes, clearer navigation, improved air quality, policing and improved road and pavement surfaces and colour contrast.
- Enhancing confidence regarding navigation to and from areas safely and securely can mitigate social exclusion risks.
- Inclusive public transport connections enable disabled people in particular to lead independent lives.
- Pollution and noise reductions can result from a traffic reduced zone.
- New paved surfaces can result in fewer trip hazards.
- Community cohesion opportunities.
- Opportunities for accessible cycling routes can benefit around 20% of disabled people.
- New opportunities for inclusion of and connection to the Pedal Power bases in Sophia Gardens and Cardiff Bay.

Negative Impacts

The design of cycle routes and bus bypasses has raised a number of concerns for disabled people, including awareness of cycle lanes, crossing points and collisions. Appendix 2 provides further information gleaned from previous cycling alterations globally.

The **overall impact** of any proposed changes is therefore **negative**, as there is a safety risk. Mitigation is subject to design detailing and traffic enforcement.

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

- An inclusive design cycle route expert could guide the process to completion and review.
- The **inclusive cycling briefing note** can be distributed and used to inform and support the evolving design process.
- Adoption of the inclusive design suggestions in available literature.
- Develop an inclusion strategy with expert advice.
- Review new cycle route street design guidance when available and continue to review, via an Inclusion Strategy, to evolve towards a safe, inclusive design.
- The **stakeholder engagement process** must be used to assess further if there are any further impacts to be considered, particularly safety concerns.
- Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle

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separations and crossings are combined in a city, clarity is blurred and the re-learning process is extended. **Minimising the highway designs** can ease the re-education process and adoption.

- Ensure the design alterations agreed during engagement are included. Way finding paths, widths, edge protection, appropriate crossings, street furniture, signage, audio-visual messages and landscaping are particularly important.
- Attend to concerns regarding location of cycle parking in the area.
- Enforcement of traffic regulations can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.
- Develop a hostile vehicle management / pedestrian strategy and design in.
- Consider landscaping choices, particularly tree species which drop items on / near way finding paths.
- Consult on the potential installation of a GPS mapping system for way finding routes.
- **Prior notification** of proposals in a variety of formats, including social media.
- **Providing a clear audit trail of the design iterations**, inclusive design rationale and consultation agreements.
- Ensure that the **blue surface paint provides sufficient grip**. Concerns have been raised in London (See Appendix 13). Lack of grip will affect people with a range of impairments. The perception of slippery surfaces will also impact on uptake.

3.2.2 Hearing Impairment:

Baseline Data:

Hearing Impairment - Around 575,500 people in Wales are deaf or have hearing loss – as much as the populations of Cardiff and Swansea combined (Action on Hearing Loss Cymru)

Positive Impacts

- Post construction, there may be a **decrease in traffic noise**.
- **Level surfaces** and public realm improvements can positively impact on trips and fall risks.
- Improved air quality
- **Community cohesion** opportunities.
- **Improved accessible cycling provision**

Negative Impacts

Cycles can be silent and potential collision warnings are generally notified via audio signals such as small bells and shouts from cyclists. For people who communicate via sign language frontal vision can be compromised, relying on peripheral vision to identify obstructions in the external environment.

- **Hazard warnings** in cycle schemes to be designed as **visual**, so there may be an increased risk of collisions.
- Without controlled crossing points, additional **safety issues** may arise, leading to social exclusion.

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The **overall impact** of any proposed changes is therefore **negative**, as there is a safety risk. Mitigation is subject to design detailing and traffic enforcement.

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

- An inclusive design cycle route expert could guide the process to completion and review.
- The **inclusive cycling briefing note** can be used to inform and support the evolving design process.
- Adoption of the inclusive design suggestions in available literature.
- The **stakeholder engagement process** must be used to assess further if there are any further impacts to be considered, particularly safety concerns.
- Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the re-learning process is extended. **Minimising the highway designs** can ease the re-education process and adoption.
- Enforcement of traffic regulations can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.
- Prior notification of proposals in a variety of formats, including social media.

Physical Impairment:

The width of cycle islands can reduce the availability of space for wheelchair and stick users, pushchairs, people with an enhanced need for 'personal space', reduced environmental confusion, etc. Lack of adequate space may mean additional stress waiting outside a bus waiting platform and crossing in a hurry as a bus arrives.

Positive Impacts

- **Clearer, level surfaces** with fewer obstructions can assist some people in their journeys through spaces.
- The provision of **improved public realm**, particularly with **rest benches** at regular intervals can be positive.
- **Improved inclusive transport connections**, increasing the potential for independent travel.
- Post construction, there may be a **decrease in traffic noise**.
- Improved **air quality**
- **Improved accessible cycling provision**
- **Community cohesion** opportunities.

Negative Impacts

- Crossing cycle lanes can be more dangerous and confusing than roads.
- The concept of cycle routes has raised **concerns**, with evidence, on **safety and collisions between users**.

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- There is a **perception of fear** where fast vehicles and slower pedestrians share 're-segregated' space. This can result in some people not using the space.
- Cycle routes can be a **confusing and potentially dangerous design concept** for people who have set patterns of behaviour on traffic danger. Raised kerbs, informal crossings and dependence on eye contact for safety are cited repeatedly.
- Many rely on controlled crossing points for perceptual and actual safety managing road dangers.

The **overall impact** of any proposed changes is therefore **negative**, as there is a safety risk. Mitigation is subject to design detailing and traffic enforcement.

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

- An inclusive design cycle route expert could guide the process to completion and review.
- The **inclusive cycling briefing note** can be used to inform and support the evolving design process.
- Adoption of the inclusive design suggestions in available literature.
- The **stakeholder engagement process** must be used to assess further if there are any further impacts to be considered, particularly safety concerns.
- Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the re-learning process is extended. **Minimising the highway designs** can ease the re-education process and adoption.
- Enforcement of traffic regulations can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.
- Prior notification of proposals in a variety of formats, including social media.

3.2.3 Visual Impairment

Baseline Data:

Visual Impairment - over 107,000 people in Wales live with sight loss (RNIB Cymru)

Safe crossing points are essential for people with visual impairments and sight loss. Adding another tier of 'vehicles' to cross requires careful planning and consultation. Designing a cycle route where some locations are set next to motorised traffic, some in isolation, some in pavements and some in front of or behind bus stops can be additionally confusing and difficult to re-learn.

Cyclists also need to re-learn the rules of the road / cycle path when cycle routes are installed. Cycling culture varies considerably, as does the perception of behaviour. Trials on bus islands in Manchester demonstrated that cyclists mainly stopped for assistance dog owners but not always for

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cane users. Extensive engagement, trials and reviews can maintain positive perceptions and continued safe journeys for people with sight loss.

Positive Impacts

- **A clearer, less cluttered, more level space** can be advantageous for navigation.
- **Improved inclusive transport connections**, increasing the potential for independent travel.
- **Improved security**, lighting and surveillance.
- **Community cohesion** opportunities.
- Post construction, there may be a **decrease in traffic noise**.
- Improved **air quality**
- **Improved accessible cycling provision**

Negative Impacts

- The **open space will be busier** than previously, with concerns about safe navigation with different physical, sensory and visual cues, such as kerbs, tapping edges and hazard warnings.
- The informal crossing points, possibly in different designs in small areas, may be perceived as hazardous and confusing **without cues which rely on visual perception**.
- **The perception and presence of cyclists**, particularly at high speeds, can be threatening to some and may deter use, threatening social inclusion.
- **The change / absence of kerbs and controlled crossings** can impair safety and deter people from using the space. Many rely on controlled crossing points for perceptual and actual safety managing road dangers.
- **Leaf / fruit / acorn fall from landscaping** and litter may disguise the tactile paths, particularly if not cleared regularly and after inclement weather.

The **overall impact** of any proposed changes is therefore **negative**, as there is a safety risk. Mitigation is subject to design detailing and traffic enforcement.

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

- An inclusive design cycle route expert could guide the process to completion and review.
- The **inclusive cycling briefing note** can be used to inform and support the evolving design process.
- Adoption of the inclusive design suggestions in available literature.
- The **stakeholder engagement process** must be used to assess further if there are any further impacts to be considered, particularly safety concerns.
- Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the re-learning process is extended. **Minimising the highway designs** can ease the re-education process and adoption.

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- Enforcement of traffic regulations can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.
- Prior notification of proposals in a variety of formats, including social media.
- Establish a management policy to clear landscaping and litter from tactile paving.

3.2.4 Long Standing Illness/Health Condition

Baseline Data: 18% of Cardiff's population live with a long-term limiting illness (ONS Census 2011).

Positive Impacts

- A modern and safe pedestrian network with crossings can help connect people to facilities and **increase independence**.
- Potential **improved air quality** by limiting vehicular traffic.
- **Improved security**, lighting and surveillance.
- **Community cohesion** opportunities.
- **Reduced vulnerability** to crime from improved design
- Post construction, there may be a **decrease in traffic noise**.
- Improved **air quality**
- **Improved accessible cycling provision**

Negative Impacts

- **Increased pedestrian noise** and confusion from increased volumes of people can create challenges in the built environment for people with a variety of impairments.
- Some **fruit and leaves from landscaping can cause breathing problems** for people with asthma and other bronchial diseases.
- The **open space will be busier** than previously, with concerns about safe navigation with different physical, sensory and visual cues, such as kerbs, tapping edges and hazard warnings.
- The informal crossing points, possibly in different designs in small areas, may be perceived as hazardous and confusing **without cues which rely on visual perception**.
- **The perception and presence of cyclists**, particularly at high speeds, can be threatening to some and may deter use, threatening social inclusion.
- **The change / absence of kerbs and controlled crossings** can impair safety and deter people from using the space. Many rely on controlled crossing points for perceptual and actual safety managing road dangers.

The **overall impact** of any proposed changes is therefore **negative**, as there is a safety risk. Mitigation is subject to design detailing and traffic enforcement.

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

- An inclusive design cycle route expert could guide the process to completion and review.

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- The **inclusive cycling briefing note** can be used to inform and support the evolving design process.
- Adoption of the inclusive design suggestions in available literature.
- The **stakeholder engagement process** must be used to assess further if there are any further impacts to be considered, particularly safety concerns.
- Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the re-learning process is extended. **Minimising the highway designs** can ease the re-education process and adoption.
- **Enforcement of traffic regulations** can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.
- **Prior notification** of proposals in a variety of formats, including social media.

3.2.5 Learning Disability / Neuro-diverse (Autism Spectrum Disorder, ADHD, Dyslexia, etc) / Mental Health conditions / Dementia:

Baseline Data:

Condition	May result in	
ADHD	Time management, organisation, concentration	1-1.5%
ASD	Social and communication	2-3%
Dyscalculia	Maths skills	3-6%
Dyslexia	Reading and spelling	8-10%
Dyspraxia / Developmental Co-ordination Disorder	Co-ordination, writing, balance, team sports	3%
Speech, Language and Communication impairments	Understanding and speaking	2-3%
Tourettes		1%
Dementia		1.5-2%
Anxiety		
Depression		25%
Total		46.5-54.5% +

Dementia - It's estimated that 25% of women and nearly 20% of men over 85

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in Wales currently have a form of dementia and by 2035, it's predicted that over 6000 people in Cardiff will be living with dementia. (Appendix 5)

Mental Health

- 1 in 10 children between the ages of 5 and 16 has a mental health problem and many more have behavioural problems.
- Approximately 50% of people with enduring mental health problems have symptoms by the time they are 14. (Appendix 5)

Positive Impacts

- People with learning disabilities etc could benefit from an **improved, level, simplified environment** and improved connections to key city centre facilities.
- A **clearer, less cluttered space** can be advantageous to some.
- Wide, clear surfaces with **fewer trip hazards**.
- Potential **improved air quality** by limiting vehicular traffic.
- **Improved security**, lighting and surveillance.
- **Community cohesion** opportunities.
- **Reduced vulnerability** to crime from improved design.
- Post construction, there may be a **decrease in traffic noise**.
- **Improved accessible cycling provision**

Negative Impacts

- Many people from these groups **rely on regular and well-patterned sets of behaviour**. People understand the division between pavement and road and the clear instructions given at a controlled crossing. Adjusting to wider crossing points to include cycles, uncontrolled crossings and a variety of new cycle route designs is a big ask and for some people this may lead to social exclusion.
- **Clarity and consistency**, with clear way finding cues is particularly essential for people with ASD, ADHD and Dementia, as Cardiff is a Dementia Friendly City.
- The **perception and presence of cyclists**, particularly at high speeds may be threatening to some.
- Some people **need 'comfort' areas** for relief from open, confusing, loud environments. The proposed space will change frequently with volumes and crowds and there is **no consistent 'safe' area**.
- **Increased pedestrian noise** and confusion from increased volumes of people can create challenges in the built environment for people with a variety of cognitive impairments.

The **overall impact** of any proposed changes is therefore **negative**, as there is a safety risk. Mitigation is subject to design detailing and traffic enforcement.

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

- An inclusive design cycle route expert could guide the process to completion and review.
- The **inclusive cycling briefing note** can be used to inform and support the evolving design process.
- Adoption of the inclusive design suggestions in available literature.
- The **stakeholder engagement process** must be used to assess further if there are any further impacts to be considered, particularly safety concerns.
- Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the re-learning process is extended. **Minimising the highway designs** can ease the re-education process and adoption.
- **Enforcement of traffic regulations** can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.
- **Prior notification** of proposals in a variety of formats, including social media.
- **Signage and crossing countdown changes** should be clearly communicated and managed to mitigate confusing messages on routes. Sign design guidance and consideration of UK and international designs promotes consistency.

3.2.6 Multiple conditions:

For people with multiple conditions, the impacts described above may be exacerbated.

The **overall impact** of any proposed changes is therefore **negative**, as there is a potential risk to life / safety.

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

A number of people and representative organisations have expressed concerns about the safety and comprehension of cycle routes in previous UK schemes

Actions to mitigate the differential impact could include:

- An **inclusive design cycle route expert** could guide the process to completion and review.
- The **inclusive cycling briefing note** can be used to inform and support the evolving design process and engagement.
- Adoption of the **inclusive design suggestions** in available literature.
- The **stakeholder engagement process** must be used to assess further if there are any further impacts to be considered, particularly safety concerns.
- Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the

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re-learning process is extended. **Minimising the highway designs** can ease the re-education process and adoption.

- **Enforcement of traffic regulations** can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.
- **Prior notification of proposals** in a variety of formats, including social media.
- **Providing a clear audit trail of the design iterations**, inclusive design rationale and consultation agreements.
- Ensuring that the **design and development team are aware** of the background to, concerns for and recommendations for the future regarding cycle routes to inform the process.
- **Confirming commitments to inclusion** in cycle routes, such as the Cardiff Liveable Design Guide, to “Ensure accessibility for all by engaging with Access Forums and Equalities Team, particularly when proposing any cycle routes ;” (Appendix 6); The Dementia Friendly Cardiff (Pledged 2017); Wales Dementia Action Plan 2018-2022 <https://gov.wales/about/cabinet/cabinetstatements/2018/dementiaactionplan/?lang=en> “Work with local authorities, health boards and Public Health Wales so the needs of people living with dementia are considered as part of the planning process”(ongoing).”
- Providing **adequate secure cycle storage points**, set clear of pedestrian areas.
- Implementing a **clear pavement and cycle lane policy** from the outset.
- **Preparing an Inclusion Strategy** for the area to develop inclusion and mitigate barriers.

3.3 Gender Reassignment

Will this Project 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.

Positive Impacts

- Wide, clear surfaces with **fewer trip hazards**.
- Improved **security, lighting and surveillance**.

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- Improvements in transport facilities and the cycle route will provide a **clearer and safer environment** for transgender people traveling to, from and around the city centre.
- Potential **improved air quality** by limiting vehicular traffic.
- **Improved security**, lighting and surveillance.
- **Community cohesion** opportunities.
- **Reduced vulnerability** to crime from improved design.
- Post construction, there may be a **decrease in traffic noise**.
- **Improved cycling provision**

Negative Impacts

It is not evident at this stage how this Cycle route will negatively impact transgender people. This is open to interpretation and subject to change if the project team is informed otherwise.

The **overall impact** of any proposed changes is therefore **positive**, with a caution to consider dual protected characteristics.

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

The stakeholder engagement process will be used to assess further if there are any further impacts to be considered.

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			x

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

Positive Impact.

- Potential **improved air quality** by limiting vehicular traffic.
- **Improved inclusive transport connections**, increasing the potential for independent travel.
- Wide, clear surfaces with **fewer trip hazards**.
- **Improved security**, lighting and surveillance.
- **Community cohesion** opportunities.
- **Reduced vulnerability** to crime.

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- Post construction, there may be a **decrease in traffic noise**.
- **Improved cycling provision**

Negative Impact

It is not evident at this stage how the Cycle route will negatively impact people who are married or in a civil partnership. This is open to interpretation and subject to change if the project team is informed otherwise.

The **overall impact** of any proposed changes is therefore **positive**, with a caution to consider dual protected characteristics, particularly pregnancy and maternity.

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

The stakeholder engagement process will be used to assess further if there are any further impacts to be considered.

3.5 Pregnancy and Maternity

	Yes	No	N/A
Pregnancy	x		
Maternity	x		

Will this Project have a **differential impact [positive/negative]** on pregnancy and maternity?

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

Baseline Data: 45% of Cardiff's population are females aged 16-44 (ONS Census 2011).

Existing pavement widths are in poor condition and narrow, limiting visibility, safety and access for pushchairs and prams.

Positive Impacts

- The revised cycle route will create **clearer navigation routes** and improve the general environment.
- **Manoeuvring** child buggies should become **easier and safer** as a result of these improvements.
- Extra wide pedestrian crossings will also provide a more spacious environment for child buggies.
- Improved **security, lighting and surveillance**.
- Potential **improved air quality** by limiting vehicular traffic.
- **Community cohesion** opportunities.
- **Reduced vulnerability** to crime from improved design.
- Post construction, there may be a **decrease in traffic noise**.

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- Improved cycling provision for all

Negative Impacts

- There are **concerns** about cycle route **safety** and crossing points.
- Children may experience **difficulty understanding the dangers** of passing traffic without traditional physical and sensory cues in the environment.
- The **loss of life** of a small child in a cycle routes /shared space in Jersey (appendix 10) quotes the parent saying, "My son didn't know where to run".
- **Set patterns of behaviour in children around traffic dangers** can be difficult to manage for families and in pregnancy.
- Moving around pavements and bus stops while pregnant and with pushchairs and small children requires increased vigilance and patience and can be stressful. Explaining the need to keep clear of cycle routes, some of which are brightly coloured, can be a challenge.

The **overall impact** of any proposed changes is therefore **negative**, Subject to design detailing on crossing points and safety.

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

- An **inclusive design cycle route expert** could guide the process to completion and review.
- The **inclusive cycling briefing note** can be used to inform and support the evolving design process and engagement.
- Adoption of the **inclusive design suggestions** in available literature.
- The **stakeholder engagement process** must be used to assess further if there are any further impacts to be considered, particularly safety concerns.
- Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the re-learning process is extended. **Minimising the highway designs** can ease the re-education process and adoption.
- **Enforcement of traffic regulations** can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.
- **Prior notification of proposals** in a variety of formats, including social media.
- **Providing a clear audit trail of the design iterations**, inclusive design rationale and consultation agreements.
- Ensuring that the **design and development team are aware** of the background to, concerns for and recommendations for the future regarding cycle routes to inform the process.
- Providing **adequate secure cycle storage points**, set clear of pedestrian areas.
- Implementing a **clear pavement and cycle lane policy** from the outset.
- **Preparing an Inclusion Strategy** for the area to develop inclusion and mitigate barriers.

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3.6 Race

Will this Project have a **differential impact [positive/negative]** on the following groups?

	% of population	Yes	No	N/A
White	84.7		x	
Mixed / Multiple Ethnic Groups	2.9		x	
Asian / Asian British	8.0		x	
Black / African / Caribbean / Black British	2.4		x	
Other Ethnic Groups	2.0		x	

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

Baseline Data: 15.3% of Cardiff's population are from BAME backgrounds (ONS Census 2011)

The new environment has been designed with an international palette, not culturally or religiously specific to any one group.

It is not evident at this stage how this project will negatively impact on race. This is open to interpretation and subject to change if the project team is informed otherwise.

Positive impacts

- **Neutral large open area design**, in line with global design trends.
- **Improved inclusive transport connections**, increasing the potential for independent travel.
- **Wide, clear surfaces** with fewer trip hazards.
- **Improved security**, lighting and surveillance.
- **Community cohesion** opportunities.
- **Reduced vulnerability** to crime.
- Decreased **air pollution**.
- **Reduced traffic noise**.

Negative impacts

- Confusion over service changes, signage and alterations for those whose first language is not English / Welsh.

The **overall impact** of any proposed changes is therefore **positive**, with a caution to consider communication formats.

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

- Provision of appropriate information and publicity regarding changes in the right languages.
- The stakeholder engagement process will be used to assess further if there are any further impacts to be considered.

3.7 Religion, Belief or Non-Belief

Will Project have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	% of population	Yes	No	N/A
Buddhist	0.5		x	
Christian	51.4		x	
Hindu	1.4		x	
Humanist	N/A		x	
Jewish	0.2		x	
Muslim	6.8		x	
Sikh	0.4		x	
Other	39.7		x	

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

The new environment has been designed with an international palette, not culturally or religiously specific to any one group.

Positive impacts

- **Neutral large open area design**, in line with global design trends.
- **Improved inclusive transport connections**, increasing the potential for independent travel.
- **Wide, clear surfaces** with fewer trip hazards.
- **Improved security**, lighting and surveillance.
- **Community cohesion** opportunities.
- **Reduced vulnerability** to crime.
- **Decreased air pollution.**
- **Reduced traffic noise.**

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Negative impacts

It is not evident at this stage how the Cycle route will negatively impact on race. This is open to interpretation and subject to change if the project team is informed otherwise.

The **overall impact** of any proposed changes is therefore **positive**, with a caution to consider dual protected characteristics.

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

The stakeholder engagement process can continue to further assess if there are any other impacts to be considered.

3.8 Sex

Will this Project 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.

Research by C40 Cities⁸ revealed a number of differences in cycling patterns between genders in San Francisco and other cities. For example, the general pattern for men was for two journeys per day, back and fore to work. For women, the pattern could include multiple journeys, including taking the children to the doctors, then to school then work, then shopping, collecting children, home, at different speeds, etc. Response from women included a need for infrastructure separation from traffic to be assured of safety to encourage journeys and multiple points for safe cycle storage, consistent with the more extensive journey stops. The research also highlighted a tendency for women to be socially conditioned to feel less safe in public, so lighting and security issues differed between gender use.

in Vienna there has been a gender mainstreaming public plan for the past 20 years. Infrastructure changes include enhanced lighting, wide pavements to navigate through narrow streets and staircases on ramped streets.

Positive impacts

- All genders will enjoy the benefits of an improved cycle route .
- Both genders may feel **safer** when in well lit public surveillance areas during the hours of darkness.
- **Level surfaces**, with reduced trip hazards, and safer cycle routes.

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- **Improved inclusive transport connections**, increasing the potential for independent travel.
- **Community cohesion** opportunities.
- **Reduced vulnerability** to crime.
- Decreased **air pollution**.
- **Reduced traffic noise**.

Negative impacts

- Security and lighting needs may differ for genders.
- Parents with children may experience **difficulty understanding the dangers** of passing traffic without traditional physical and sensory cues in the environment.

The **overall impact** of any proposed changes is therefore **positive**, with a caution to consider dual protected characteristics,

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

- In Dubai street lighting has been developed with a dim light which increases in brightness when it detects movement, to alert people to the presence of others and enhance the perception of safety and a sense of vigilance.
- Designing cycles to account for gender differences includes observation, engagement and journey analysis.
- The stakeholder engagement process will be used to assess further if there are any further impacts to be considered.

3.9 Sexual Orientation

Will this Project 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.

Positive impacts.

- Everyone will benefit from an improved cycle route.

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- People may feel **safer** when in well lit public surveillance areas during the hours of darkness.
- **Level surfaces**, improved lighting, surveillance and improved street furniture with reduced trip hazards, particularly at night.
- **Improved inclusive transport connections**, increasing the potential for independent travel.
- **Community cohesion** opportunities.
- **Reduced vulnerability** to crime.
- Decreased **air pollution**.
- **Reduced traffic noise**.

Negative impacts

It is not evident at this stage how the Cycle route will negatively differentially impact on sexual orientation. This is open to interpretation and subject to change if the project team is informed otherwise.

The **overall impact** of any proposed changes is therefore **positive**, with a caution to consider dual protected characteristics,

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

The stakeholder engagement process will be used to assess further if there are any further impacts to be considered.

3.10 Welsh Language

Will this Project 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.

Baseline Data: 16.2% of Cardiff's population speak, read, write or understand the Welsh Language (ONS Census data 2011).

Positive Impacts

- People may feel **safer** when in well lit public surveillance areas during the hours of darkness.
- **Level surfaces**, improved lighting, surveillance and removal of street furniture with reduced trip hazards, particularly at night.

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- **Improved inclusive transport connections**, increasing the potential for independent travel.
- **Community cohesion** opportunities. The improved lighting and security will have a generally positive impact on social cohesion e.g. attendance at community events and groups. This in turn should have a positive impact on the Welsh speaking community and media in relation to making all forms of evening travel easier to attend events, evening classes etc.
- **Reduced vulnerability** to crime.
- Decreased **air pollution**.
- **Reduced traffic noise**.

Negative Impacts

- Information provision in Welsh and English will be provided. As the infrastructure alterations are complex, locating Welsh versions may take additional time and increase confusion.

This is open to interpretation and subject to change if the project team is informed otherwise.

The **overall impact** of any proposed changes is therefore **positive**, with a caution to consider appropriate information and dual protected characteristics.

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

Alterations of this size involves a significant amount of delivery documentation, in particular press releases and communication material and signage.

- The Welsh Language Measure (2011) will be followed throughout the project process. All public documentation will be available in Welsh.
- All infrastructure will conform to current standards e.g. Signs to have Welsh first.

3.11. Summary of findings: Equality Impact Matrix

The table below provides a summary of findings of this EqlA. It should be noted that the effective delivery of the cycle routes will depend on maximising the opportunities to enhance equality and ensure that people with all the protected characteristics, including dual characteristics, have access to the benefits of the revised public area.

It should also be noted that where no disproportionate or negative impacts have been identified there are still opportunities to improve or enhance equality of access for all, including individuals and groups of people sharing the cycle route.

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Protected Characteristic	Differential impact. Yes / No / N/A	Overall Positive/Negative (+ or -)
Age	Yes	-
Disability	Yes	-
Gender reassignment	No	+
Marriage and Civil Partnership	No	+
Pregnancy and Maternity	Yes	-
Race	No	+
Religion, Belief or Non-Belief	No	+
Sex	Yes	+
Sexual Orientation	No	+
Welsh Language	Yes	+

4. Consultation and Engagement

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

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

Stakeholder engagement has supported the project with Cardiff City Access Focus Group, RNIB Cymru, Guide Dogs Cymru and others highlighted as key stakeholders, in addition to the standard public consultation opportunities. The Consultation arrangements are now available online (See Appendix 15).

Plans detailing proposals were presented to and discussed with consultation groups detailed above and further engagement meetings are planned.

The Stakeholder Plan attached to the WelTAG report commits to inclusion principles and will continue throughout all stages of the development.

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5. Summary of Actions (Listed in the Sections above)

Mitigation measures for potential disproportionate positive and negative impacts on protected characteristic groups.

Groups	Actions
Age	<ul style="list-style-type: none">• An inclusive design cycle route expert could guide the process to completion and review.• The inclusive cycling briefing note can be used to inform and support the evolving design process.• Adoption of the inclusive design suggestions in available literature.• The stakeholder engagement process must be used to assess further if there are any further impacts to be considered, particularly safety concerns.• Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the re-learning process is extended. Minimising the highway designs can ease the re-education process and adoption.• Enforcement of traffic regulations can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.• Prior notification of proposals in a variety of formats, including social media.

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Disability	<ul style="list-style-type: none">• An inclusive design cycle route expert could guide the process to completion and review.• The inclusive cycling briefing note can be distributed and used to inform and support the evolving design process.• Adoption of the inclusive design suggestions in available literature.• Develop an inclusion strategy with expert advice.• Review new cycle route street design guidance when available and continue to review, via an Inclusion Strategy, to evolve towards a safe, inclusive design.• The stakeholder engagement process must be used to assess further if there are any further impacts to be considered, particularly safety concerns.• Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the re-learning process is extended. Minimising the highway designs can ease the re-education process and adoption.• Ensure the design alterations agreed during engagement are included. Way finding paths, widths, edge protection, appropriate crossings, street furniture, signage, audio-visual messages and landscaping are particularly important.• Attend to concerns regarding location of cycle parking in the surrounding areas.• Enforcement of traffic regulations can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians.• Develop a hostile vehicle management / pedestrian strategy and design in.• Consider landscaping choices, particularly tree species which drop items on / near way finding paths.• Consult on the potential installation of a GPS mapping system for way finding routes, avoiding cycling areas.• Prior notification of proposals in a variety of formats, including social media.• Providing a clear audit trail of the design iterations, inclusive design rationale and
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	<ul style="list-style-type: none"> • Ensure that the blue surface paint provides sufficient grip. Concerns have been raised in London (See Appendix 12). Lack of grip will affect people with a range of impairments. The perception of slippery surfaces will also impact on uptake.
Gender Reassignment	Be mindful of unknown impacts and dual protected characteristics.
Marriage & Civil Partnership	Be mindful of unknown impacts and dual protected characteristics.
Pregnancy & Maternity	<ul style="list-style-type: none"> • An inclusive design cycle route expert could guide the process to completion and review. • The inclusive cycling briefing note can be used to inform and support the evolving design process and engagement. • Adoption of the inclusive design suggestions in available literature. • The stakeholder engagement process must be used to assess further if there are any further impacts to be considered, particularly safety concerns. • Where cycle lanes are created at the edge of the carriage, with continuous crossing points, some clarity on safe crossings can be created. Where a variety of cycle track designs, pedestrian, cycle and motor vehicle separations and crossings are combined in a city, clarity is blurred and the re-learning process is extended. Minimising the highway designs can ease the re-education process and adoption. • Enforcement of traffic regulations can speed up the adoption process. This includes the enforcement of cycle lanes kept clear of pedestrians. • Prior notification of proposals in a variety of formats, including social media. • Providing a clear audit trail of the design iterations, inclusive design rationale and consultation agreements. • Ensuring that the design and development team are aware of the background to, concerns for and recommendations for the future regarding cycle routes to inform the process.

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	<ul style="list-style-type: none"> • Provide adequate secure cycle storage points, set clear of pedestrian areas. • Implementing a clear pavement and cycle lane policy from the outset. • Preparing an Inclusion Strategy for the area to develop inclusion and mitigate barriers.
Race	Be mindful of unknown impacts and dual protected characteristics.
Religion/Belief	<ul style="list-style-type: none"> • Provision of appropriate information and publicity regarding changes in the right languages. • Be mindful of unknown impacts and dual protected characteristics.
Sex	<ul style="list-style-type: none"> • Consider street lighting with a dim light which increases in brightness when it detects movement, to alert people to the presence of others and enhance the perception of safety and a sense of vigilance. • Designing cycles to account for gender differences includes observation, engagement and journey analysis. • The stakeholder engagement process will be used to assess further if there are any further impacts to be considered.
Sexual Orientation	Be mindful of unknown impacts and dual protected characteristics.
Welsh Language	<p>Alterations of this size involves a significant amount of delivery documentation, in particular press releases and communication material and signage.</p> <ul style="list-style-type: none"> • The Welsh Language Measure (2011) will be followed throughout the project process. All public documentation will be available in Welsh. • All infrastructure will conform to current standards e.g. Signs to have Welsh first. • Follow Cardiff Council Welsh Language Policy and conform to Welsh Language Measure (2011)

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<p>Generic Over-Arching [applicable to all the above groups]</p>	<ul style="list-style-type: none">• Distribute the Cycle routes briefing note and recommendations to the design team and stakeholders.• Consider WG recommendations to take “great care to avoid problems and concerns over safety for those with disabilities” in cycle routes s (2009).• Adopt the DfT Inclusive Transport Strategy recommendations (2018) to halt Cycle routes schemes pending research and urgent replacement of guidance.• Employ an inclusive design cycle routes expert to guide the process and intuitive design features.• Develop a formal inclusion strategy to inform the evolving design.• Ensure the design follows ‘Inclusive Mobility – a guide to best practice on access to pedestrian and transport infrastructure.’(DfT) Guidance. (Appendix 12)• Ensure a robust hostile vehicle management design and strategy are enforced.• Use the stakeholder engagement process to further understand the impact of cycle routes design and adapt to create an inclusive design for all.• Attend to concerns regarding shared use with cyclists / location of cycle parking / street furniture by enforcing zero potential for cycle parking in through routes, with no street furniture or building frontages containing any section which could be used to park or attach cycles to.• Consider the implications of the potential for definition of the area as a ‘pavement’, particularly for cyclist use.• Consider landscaping choices, particularly tree species which drop items on / near way finding paths and Biophilic design.• Use soft landscaping for additional sensory cues, acoustic regulation, etc, with expert advice.• Consider the use of inclusive design land ownership markers on the cycle route surface.• Ensure that any EqIA's for neighbouring sites consider this EqIA.• Consider pedestrian flow / density research.
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	<ul style="list-style-type: none">• Consider the application of a Traffic Regulation Order (TRO) (Road Traffic Regulation Act 1984 and the Traffic Management Act 2004) to clarify land ownership boundaries and enable the enforcement of traffic use conditions.• Provision of appropriate information and publicity regarding changes in the right languages.• Monitor risk throughout.
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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.

Potential mitigations

Mitigations as outlined above in the actions section (5) have been checked against recent and ongoing research and guidance documents. Previous discussions on this and similar schemes with RNIB / Guide Dogs, disability action and consultation groups have been included. Some of the most essential mitigations agreed during consultations include:

- Inclusion of tactile and way finding surfaces. Features to use guidance as updated at the time of agreement / construction on tactile surfaces, such as updated Department for Transport specific guidance and research findings.
- Paving surfaces as recommended by DfT guidance (for example Inclusive Mobility, Appendix 12 and DfT guidance on the use of tactile surfaces, as updated and associated research.
- A guarantee of the safe, direct, clear and relevant use of tactile paving to support walking routes to destinations.
- A guarantee of suitable positioning of lighting, seating, definable linear pillar lines, etc, to ensure street furniture and similar physical objects do not become barriers, obstacles or trip hazards.
- Adoption of clear well defined routes (in accordance with current /updated guidance) to safe crossing points.
- Cycling Hub facilities to be located outside the pedestrian routes and maintained clear.

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- Cycle storage locations to be identified and a feasibility study completed for the entire area.
- Next Bike hub to be located at agreed locations to support modal shift and aid cyclist identification if required.
- Cycle storage for ambulant cycles to be provided, engaging with Pedal Power.
- Consider the adoption of a TRO explicitly instructing cyclists to dismount at pedestrian zones. This to be achieved by clear signage and enforcement measures.
- Inform and work with the Police force regarding their requirement to enforce TRO's and prosecute cycling on pavements / breach of the TRO. The issuing of fixed penalty fines (on the spot) to be adopted, supported and communicated via signage. Enforcement to also cover pedestrians in cycle routes.
- Consider the use of floor surface decals / boundary markers, complemented by markings to inform cyclists to dismount at new layouts and signage e.g. 'Get off your bike' low level signage with pictograms.
- Further design mitigating details available in the Cardiff Cycling Briefing note dated 1 March 2019.

A likely outcome of the above mitigations is increased cycle use by all and footfall / movement, which will deter and restrict cyclists from accessing non cycling areas. Research has confirmed that increased pedestrian density has compartmentalised cycle use and potential for collisions.

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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: Andrew Gregory	Date: 12/06/19
Designation: Section Leader - City Operations	
Approved By:	TBC
Designation: Head of	TBC
Service Area:	TBC

- 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.

Note:

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

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Westgate Street Transport Improvement Project (TIP) Stage 1 Strategic outline business case 8th November 2017.

Appendix 2

Briefing note on Inclusive Cycle Routes, Access Included. March 2019.

Appendix 3

Research published by UNICEF

Available online: <https://www.unicef.org.uk/clean-air-child-health-air-pollution/>

shows the danger that poor air

quality can pose to children, particularly as children's lungs are still developing and, relative to their size, children breathe in more air compared to adults.

Children who are in pushchairs are also closer to the level of vehicle exhausts, thus increasing their exposure.

The World Health Organisation (WHO) indicated that high noise levels can negatively affect children's cognitive development and memory.

1 UNICEF (2016): 'Clear the air for children'.

2 British Lung Foundation (2016): 'How air pollution affects your children's lungs'.

3 World Health Organisation (2011): 'Burden of disease from environmental noise – quantification of healthy life years lost in Europe'.

4 Sustainable build (2017): 'Pollution from construction'.

5 DEFRA (2015): 'Draft plans to improve air quality in the UK: tackling nitrogen dioxide in our towns and cities'.

6 Department for Transport (2017): 'National Travel Survey: England 2016'.

Appendix 4

Cyclist convicted of 'wanton and furious driving' over pedestrian's death as widower calls for change in the law. 23.8.17

Available online: <https://www.telegraph.co.uk/news/2017/08/23/cyclist-convicted-wanton-furious-driving-pedestrians-death/>

Appendix 5

Cardiff Liveable City Report January 2017

Available online: <https://www.cardiffpartnership.co.uk/wp-content/uploads/Liveable-City-Report-2017-consultation-draft-Jan-2017.pdf>

Appendix 6

Cardiff Liveable Design Guide, 2015, Cardiff City Council

Available online: <https://www.cardiff.gov.uk/ENG/resident/Planning/City-design-and-public-art/Documents/Liveable%20Design%20Guide%20May%202015.pdf>

"Ensure accessibility for all by engaging with Access Forums and Equalities Team, particularly when proposing any cycle routes ;"

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Appendix 7

Wales Dementia Action Plan 2018-2022.

Available online: <https://gov.wales/about/cabinet/cabinetstatements/2018/dementiaactionplan/?lang=en>

Key Actions

“Work with local authorities, health boards and Public Health Wales so the needs of people living with dementia are considered as part of the planning process (ongoing).”

Appendix 8

Cycling on pavements is prohibited by Section 72 of the Highway Act 1835, amended by Section 85(1) of the Local Government Act 1888.(Highway Code)¹³. This is punishable by a fixed penalty notice of £30 under Section 51 and Schedule 3 of the Road Traffic Offenders Act 1988, although children under 16 are not prosecuted. Prosecution policies vary in the UK.

Appendix 9

Cycle Superhighways, Transport for London

<https://tfl.gov.uk/modes/cycling/routes-and-maps/cycle-superhighways>

Appendix 10

Accidents in Shared Spaces and cyclist / pedestrian collisions.

Shared Space, Jersey. “Clinton Pringle death: ‘My son didn’t know where to run’ 4.9.17

Available online: <https://www.bbc.co.uk/news/uk-scotland-glasgow-west-41147602>

Appendix 11

CCAFG meetings on Transport Improvement Project, Westgate Street / Wood Street Cardiff

7th September 2018 - Presentation by Transport team on proposals for Wood Street (minuted)

2nd December 2018 - informal discussion on cycle paths and bus bypasses / islands. Attended by Pedal Power and RNIB representatives and Helen Kane with knowledge of bus bypasses.

Appendix 12

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‘Inclusive Mobility – a guide to best practice on access to pedestrian and transport infrastructure’. DfT.

Available online: <https://www.gov.uk/government/publications/inclusive-mobility>

Appendix 13

Coroner calls for ‘urgent’ review of cycle superhighways blue paint. London Road Safety Council

Available online: <http://londonroadsafetycouncil.org.uk/coroner-calls-for-urgent-review-of-cycle-superhighways-blue-paint/>

Appendix 14

Cardiff Cycling Strategy 2016-2026

Available online: <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/Walking-and-cycling/Cycling-Strategy/Documents/Cardiff%20Cycling%20Strategy.pdf>

Appendix 15

Cardiff Cycleways consultation

Available online: <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/travel/cycle-super-highways/Pages/default.aspx>