

Durham County Council Equality Impact Assessment

NB: The Public Sector Equality Duty (Equality Act 2010) requires Durham County Council to have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity and foster good relations between people from different groups. Assessing impact on equality and recording this is one of the key ways in which we can show due regard.

Section One: Description and Screening

Service/Team or Section	Real / Transport / Travel Planning
Lead Officer	Victoria Lloyd-Gent, Sustainable Travel Officer
Title	Strategic Cycling and Walking Delivery Plan 2019-2029
MTFP Reference (if relevant)	N/A
Cabinet Date (if relevant)	January 2019
Start Date	August 2018, reviewed January 2019
Review Date	Action Plan to be reviewed 2024 and Delivery Plan in 2029

Subject of the Impact Assessment

Please give a brief description of the policy, proposal or practice as appropriate (a copy of the subject can be attached or insert a web-link):

Strategic Cycling and Walking Delivery Plan 2019-2029

This is a 10 year strategy accompanied by a 5 year action plan which will be updated in 2024.

The Action Plan sets out our priorities for delivery over the next five years and brings together the key partners who will deliver the targets.

Cycling and walking play an important role in travel, leisure, health and the environment and the delivery plan demonstrates how they can become more influential to the social and economic regeneration and vitality of the County. It is relevant to many key strategies and plans, and will be well represented in the North East Transport Plan for the North East Combined Authority (NECA). It also ties closely to the aims and objectives of the existing Local Transport Plan 3 which aims to increase levels of cycling and walking and reduce the reliance on car travel. The delivery plan can help deliver on all the Sustainable Communities Strategy priorities

and Regeneration Statement objectives and is an integral part of the place shaping works which are set out in the County Durham Plan, Infrastructure Delivery Plan and Durham City's Sustainable Transport Strategy.

A key ambition for the next decade is to focus on creating opportunities across communities to cycle and walk. We need to ensure that access to cycling and walking is equitable across social circumstance and geographic location. With a combination of promotion, engagement and high quality infrastructure we aim to provide the right conditions to grow the next generation of cyclists as well as catering for those who are underrepresented in the current cycling profile of the County. We will create cycling communities.

Our Ambitions:-

- County Durham is widely recognised as a cycling and walking friendly County.
- Cycling and walking networks are high quality, safe, accessible, well maintained, integrated, signed, recorded and promoted.
- More people, especially women, children and older people are cycling and walking for everyday journeys.
- There are more opportunities for sustainable travel to work, school and key services and reliance on cars is reduced.
- Drivers are more aware of and considerate towards cyclists and walkers.
- Cyclists and walkers are more aware of their rights and responsibilities to other road and path users.
- Off road cycling and walking networks are maintained and improved.
- The quality of people's lives, their fitness, health and wellbeing are improved.
- Cycling and walking contribute to visitor economy and there are more opportunities for visitors to enjoy active breaks.
- Modal shift from cars to cycling and walking has reduced air pollution and carbon emissions contributing to better air quality.

Who are the main stakeholders? (e.g. general public, staff, members, specific clients/service users):

- Residents of County Durham
- Visitors to County Durham, e.g. Visit County Durham
- Children, Young People, Schools
- Cycling Groups – e.g. Durham City Cycling Forum, Durham University Bike User Group, Cycling UK, Sustrans, Recycle y'Bike

- Sport and Physical Activity – Sports England, County Durham Sports
- Other User Groups - The Ramblers, The British Horse Society
- Access Groups – County Durham Local Access Forum, Living Streets
- Landscape and Natural Environment – AONB, Heritage coast, Durham Heritage Coast Partnership, Forestry Commission, North Pennines AONB Partnership, Natural England
- Transport – Arriva north east, Go North East, Network Rail, Northern Rail, Railfuture, National Express
- DCC Services – Highways, Spatial Policy, Highways, Highways design, highway development, Road safety, strategic traffic, planning, Highways Agency
- Health Improvement
- Local public sector and third sector organisations – Durham Businesses, Durham Constabulary, Durham Rural Community Council, Durham Voice, AAP's, Groundwork Trust, Parish and Town Councils, NE Chamber of Commerce, Sustrans
- Key Landowners

General public / Partners/ Relevant organisations / Landowners / Internal and External Working Groups – listed above

Others: Employees / Elected Members / DCC Bike User Group

Screening

Is there any actual or potential negative or positive impact on the following protected characteristics?

Protected Characteristic	Negative Impact Indicate: Y = Yes, N = No, ? = unsure	Positive Impact Indicate: Y = Yes, N = No, ? = unsure
Age	Y	Y
Disability	Y	Y
Marriage and civil partnership (workplace only)	N	N
Pregnancy and maternity	N	N
Race (ethnicity)	N	N

Religion or Belief	N	N
Sex (gender)	N	Y
Sexual orientation	N	N
Transgender	N	N

Please provide **brief** details of any potential to cause adverse impact. Record full details and analysis in the following section of this assessment.

The delivery plan may have a potential negative impact on older people and people with a disability, in particular sensory impaired walkers and other users on shared use paths. Promotion of considerate use of shared space by all users through information and signage will mitigate this potentially negative impact.

It is not envisaged that the strategy will have a negative impact on any of the other protected characteristics.

How will this policy/proposal/practice promote our commitment to our legal responsibilities under the public sector equality duty to:

- eliminate discrimination, harassment and victimisation,
- advance equality of opportunity, and
- foster good relations between people from different groups

The strategy will have a potential positive impact on all, in particular women, children and older people and disabled people through;

- improving relationships between motorists and cyclists which can often result in conflict/abusive behaviour towards cyclists this will benefit all highway users
- promoting cycling for all ages groups and both sexes but particularly targeting under represented groups such as women, children and older people
- encouraging better lifestyle choices, including affordable travel and leisure activities
- increasing opportunities for travel to education/employment/other services
- providing cycle training for women, children and adults
- providing improved infrastructure which will increase opportunities for all users / potential users
- participation as route improvements will be opened up to a wider audience ie cycle routes will be constructed to benefit other users such as runners, walkers and those with mobility problems
- reducing obstructions from highways such as parked cars which are hazardous for disabled people.
- Improving paths to make them more accessible.

Evidence

What evidence do you have to support your findings?
Please **outline** your data sets and/or proposed evidence sources, highlight any gaps and say whether or not you propose to carry out consultation. Record greater detail and analysis in the following section of this assessment.

Extensive research into cycling and walking cities and learning from successful case studies across the world.

A 6 week public consultation was sent to an extensive list of stakeholders and was available online to the general public from 30th July 2018. There were 55 official consultation responses and five other informal replies. The responses ranged from a single comments in a paragraph to detailed replies over six pages. Responses were submitted by partner organisations and agencies, members of groups, clubs and the general public.

In general, there was an understanding that the delivery plan is in line with Government targets to increase short journeys on foot and by cycle for travel purposes.

The consultation was not questionnaire/survey based so the responses were wide ranging and covered all elements of the plan, process, content and scope. Many comments covered the same or similar points.

A Summary of Responses and the DCC Response has been produced and will be made available online and will be sent to all consultees.

The consultation feedback was used to update and review this EIA.

As well as national evidence, List of Consultees included:-

County Durham Local Access Forum

The draft strategy was forwarded to the National Federation for the Blind UK, BLIND life and the County Durham Local Access Forum.

We have also undertaken The Big Summer 16 Count – monitoring and profiling of use of 28 paths around the County for 7 days at each site, 0700-1900hrs. This shows pedestrian/cycle/equestrian/wheel chair/push chair –usage on the paths giving a good indication of popular areas and we will be able to return every 2 years to see if there is any difference in use.

Screening Summary

On the basis of this screening is there:	Confirm which refers (Y/N)
Evidence of actual or potential impact on some/all of the protected characteristics which will proceed to full assessment?	Y

No evidence of actual or potential impact on some/all of the protected characteristics?	N
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Sign Off

Lead officer sign off: Victoria Lloyd-Gent, Sustainable Travel Officer	Date: August 2018, reviewed January 2019
Service equality representative sign off: Mary Gallagher, Equalities team leader	Date: August 2018, reviewed January 2019

If carrying out a full assessment please proceed to section two.

If not proceeding to full assessment please return completed screenings to your service equality representative and forward a copy to equalities@durham.gov.uk

If you are unsure of potential impact please contact the corporate research and equalities team for further advice at equalities@durham.gov.uk

Section Two: Data analysis and assessment of impact

Please provide details on impacts for people with different protected characteristics relevant to your screening findings. You need to decide if there is or likely to be a differential impact for some. Highlight the positives e.g. benefits for certain groups, advancing equality, as well as the negatives e.g. barriers for and/or exclusion of particular groups. Record the evidence you have used to support or explain your conclusions. Devise and record mitigating actions where necessary.

Protected Characteristic: Age		
What is the actual or potential impact on stakeholders?	Record of evidence to support or explain your conclusions on impact.	What further action or mitigation is required?
<p>Positive – The proposed plan will have a potential positive impact on younger and older people. Promotion and enablement of cycling will have a positive effect in terms of road safety, independence and health and hopefully increase the numbers of younger and older people cycling.</p> <p>Increased independence for young people who aren't able to drive.</p> <p>Improved safety for older people, who are more likely to be deterred from cycling by safety concerns.</p> <p>Increased independence for older people who can no longer drive.</p> <p>Cycling in older age has particular health benefits including, particularly, retention of lower body strength and mobility.</p> <p>Negative There are potential negative impacts to consider in relation to the proposed</p>	<p>In 2011, cycling to work was most common among 30-34 year olds (NTS)</p> <p>In 2014, 30-49yr olds cycled twice as many miles than any other age group (NTS)</p> <p>The House of Commons Select Committee on Health has noted that providing safe routes to school for walking and cycling, adequate and safe play areas in and out of school is very important in the battle against obesity. Cycling and walking to school are cited specifically in the 2007 Government produced Report, Tackling Obesities: Future Choices, to counter their prediction that 60% of the UK population could be obese by 2050.</p> <p>Evidence suggests that establishing a cycling habit at a younger age may encourage continuation into adulthood.</p>	<p>Campaigns targeting children/schools and older adults</p> <p>Cycle training is offered to adults and children. Cycle training for road safety is delivered in primary schools.</p>

<p>plans. Paths shared by pedestrians and cyclists may increase the perception of risk in older people, who may be less agile or resilient to injury</p> <p>Shared use of pavements can create fear with older people of collisions.</p>	<p>Customer reports.</p>	<p>Good infrastructure design to eliminate issues. Ensure design of infrastructure fulfils BS8300-1:2018 'Design of an accessible and inclusive built environment Part 1 External Environment Code of Practice' and/or FairField Guidance.</p> <p>Promotion of considerate use through information, signage and training.</p> <p>Access features where necessary to control speed of cyclists.</p>
<p>Removal of streetlamps discourages use</p>	<p>Consultation feedback</p>	<p>State case for retaining street lamps where participation in walking and cycling will be affected.</p>

Protected Characteristic: Disability		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
<p>The proposed plan will bring positive impacts in relation to improved accessible provision. Interventions include removal of unnecessary street furniture, reduce street clutter, provide dropped kerbs, design of</p>	<p>Evidence Base document provides references to wider research.</p> <p>Case Studies document provides examples of inclusion and targeted projects.</p>	<p>Good infrastructure design to provide safer routes. Use Active Travel Wales, TfL, DfT and BS8300-1:2018 'Design of an accessible and</p>

<p>wider pavements and improved signage.</p> <p>Safe and traffic free routes can help encourage people with disabilities to cycle and be active.</p> <p>Multi-user, off road routes can also cater for the needs of disabled users, especially those using motorised wheelchairs or mobility scooters.</p> <p>Potential negative impact– shared space may impact on certain groups. Certain specific measures, particularly paths shared by pedestrians and cyclists, raise fears of injuries among certain disabled groups, particularly blind and visually impaired people, deaf people.</p> <p>Certain disabled groups find it harder to walk and cycle than others. For example people in wheelchairs, people who need the use of walking sticks or other walking aids, and people with visual impairment.</p> <p>Learning disabled groups may find it harder to navigate their way around and may require extra training.</p> <p>Some disabled people may be excluded from cycling because the cost of adapted bikes.</p>	<p>Consultation with stakeholders for key schemes</p>	<p>inclusive built environment Part 1 External Environment Code of Practice' and/or FairField Guidance.</p> <p>Consider segregation / separation of cycling from footway rather than shared use paths. Consultation with stakeholders for key schemes.</p> <p>Consider providing information leaflets and maps aimed at cyclists for them to be considerate towards other users and reminding cyclists that some pedestrians may be deaf, partially sighted or blind.</p> <p>The specific impacts of current and new schemes and highways / rights of way improvements will vary for each scheme, and will need further review as proposals develop.</p>
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Removal of streetlamps discourages use	Consultation feedback	State case for retaining street lamps where participation in walking and cycling will be affected.
Align to DDA (now part of Equality Act 2010)	Consultation feedback	Ensure design of infrastructure fulfils BS8300-1:2018 'Design of an accessible and inclusive built environment Part 1 External Environment Code of Practice' and/or FairField Guidance.
Crossing at Villa Real for partially sighted people difficult		

Protected Characteristic: Marriage and civil partnership (workplace only)		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Protected Characteristic: Pregnancy and maternity		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Protected Characteristic: Race (ethnicity)		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Protected Characteristic: Religion or belief		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

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Protected Characteristic: Sex (gender)		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
<p>Positive – promotion and enablement of more women cyclists.</p> <p>Case studies including Breeze riders success story. Continue positive promotion.</p> <p>Women are more likely to make pedestrian journeys than men. Women, on average, make 15% more walking trips than men (DfT 2011). As such, investments in walking facilities are likely to have a positive impact on women.</p> <p>Personal security concerns may deter women from walking to access everyday services, particularly in the evening or on routes with little natural surveillance.</p> <p>Busy roads are off-putting– especially women can be put off</p>	<p>People counts - Show men are more likely to cycle than women and are more likely to cycle on road.</p> <p>Links to wider research and evidence in relation to gender E.g. Men are more than twice as likely to cycle to work than women (3.9%:1.6%) ONS Census; Cycling to Work</p> <p>Consultation feedback</p>	<p>Good infrastructure design to provide safer routes. Use Active Travel Wales, TfL, DfT and BS8300-1:2018 'Design of an accessible and inclusive built environment Part 1 External Environment Code of Practice' and/or FairField Guidance.</p> <p>Campaigns targeting women</p> <p>Provide routes separated from motor traffic</p>

Protected Characteristic: Sexual orientation		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Protected Characteristic: Transgender

What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?

Section Three: Conclusion and Review

Summary

Please provide a brief summary of your findings stating the main impacts, both positive and negative, across the protected characteristics.

Mostly positive impacts in relation to age, disability and gender. Potential negative impacts can be overcome through carrying out stakeholder and site assessments as necessary for key routes.

Will this promote positive relationships between different communities? If so how?

Yes.

Promotion of considerate use of shared space by all users.

Improving paths to make them more accessible.

Promotion to and enablement of women, children and older people to participate.

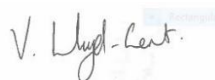
Action Plan

Action	Responsibility	Timescales for implementation	In which plan will the action appear?
Targeted campaigns to promote cycling	DCC Transport, Culture and Sport, CDS	Ongoing	CDSCWDP
Consultation with stakeholders for key schemes.	DCC Transport	Ongoing	CDSCWDP
Design and access considerations as highlighted in this assessment (including signage, lighting and segregated paths) to be considered and incorporated where possible.	DCC Transport	Ongoing	CDSCWDP

Review

Are there any additional assessments that need to be undertaken? (Y/N)	N
When will this assessment be reviewed? Please also insert this date at the front of the template	2029

Sign Off

Lead officer sign off: 	Date: 03/01/2019
Service equality representative sign off: Mary Gallagher, Equalities team leader	Date: 03.01.19

Please return the completed form to your service equality representative and forward a copy to equalities@durham.gov.uk