

1. Topic of assessment

EIA title:	Travel SMART Cycling workstream
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EIA author:	Lesley Harding / Dave Sharpington / Marc Woodall
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2. Approval

	Name	Date approved
Approved by¹	Paul Millin	24.05.13

3. Quality control

Version number	0.5	EIA completed	22.05.13
Date saved	22/05/13	EIA published	

4. EIA team

Name	Job title (if applicable)	Organisation	Role
Lesley Harding	Sustainability Group Manager (Sustainability Group)	SCC	Member of Travel SMART delivery board, responsible for behaviour change, cycling & walking
David Sharpington	Sustainability Programme Delivery Team Leader (Sustainability Group)	SCC	Cycling infrastructure workstream lead, cycling programme project manager
Marc Woodall	Travel SMART Engagement Team Manager (Sustainability Group)	SCC	Manages Travel SMART Engagement Team, lead for all behaviour change and Redhill workstream

¹ Refer to earlier guidance for details on getting approval for your EIA.

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5. Explaining the matter being assessed

What policy, function or service is being introduced or reviewed?	<p>As part of the Travel SMART programme, there are a number of elements that are focused on promotion and support for cycling, notably</p> <ul style="list-style-type: none">• investment in new cycling infrastructure in the three Travel SMART towns, particularly to improve connectivity between key locations and centres of employment• investment in new cycle parking in key locations notably, town centres, employment centres, transport hubs• investment in Brompton Dock cycle hire schemes at transport hubs• subsidised cycle training for residents in the three Travel SMART towns.• cycle promotion, including through a programme of cycle festivals and a Business Cycle Challenge
What proposals are you assessing?	<p>This EIA will consider each of the elements outlined above.</p>
Who is affected by the proposals outlined above?	<p>The proposals could potentially affect anyone living or travelling in Surrey, in particular the Travel SMART towns: Guildford, Woking and Reigate / Redhill. This includes:</p> <ul style="list-style-type: none">• Anyone who currently cycles• Anyone who would potentially choose to cycle• Motorists• Pedestrians <p>The above includes all of the groups with protected characteristics.</p>

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6. Sources of information

Engagement carried out
<p>Engagement so far includes:</p> <ul style="list-style-type: none">• Public consultation on the Travel SMART capital programme• Questionnaire surveys carried out in Walton on Thames and Leatherhead town centres in October 2012, as part of a bid to the DfT Cycle Safety Fund, to assess public demand for segregated cycle infrastructure.• Focus group research carried out for the Bikeability scheme.• Focus groups in deprived wards in the Travel SMART towns <p>Engagement plan includes:</p> <ul style="list-style-type: none">• Surrey Access Forum Chairs Meeting on 10th April.
Data used
<p>Analysis relating to cycling casualties is mainly based on police STATS 19 data.</p> <p>Data on cycling participation is based on SCC and DfT cycle counts. This information is currently patchy but as part of LSTF and the cycling programme, we will establish a more coherent cycling count network.</p> <p>Analysis relating to cycling behaviours and attitudes has largely been based on benchmarking research carried out as part of the cycling project development, and information from previous projects such as the Local Sustainable Transport Fund bid and the Accessibility Strategy.</p> <p>We are considering purchasing data from the National Highways and Transportation (NHT) survey to improve our understanding of cycling behaviours and attitudes among different age, employment status, race and disability groups.</p>

7. Impact of the new/amended policy, service or function

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7a. Impact of the proposals on residents and service users with protected characteristics

Protected characteristic ²	Potential positive impacts	Potential negative impacts	Evidence
<p>Age</p>	<p>Reduced casualties, particularly among young people Historically, younger age groups have tended to make up a high proportion of cycling casualties, particularly those in the 10-14 and 15-19 age groups. More recently, the number of casualties in the 10-14 age group has reduced and the proportion of casualties has become more evenly spread. We do not know if this is due to an absolute reduction in casualties in this group or due to a decline in rates of cyclists in this group. However it is still the case that young people would benefit significantly from improved cycling infrastructure and access to cycle training.</p> <p>Increased independence for young people Young people will particularly benefit from increased independence enabled by safe cycle paths, cycle parking at transport hubs and cycle training. At present, many parents do not allow their children to cycle on the road due to traffic danger.</p> <p>Improved (actual and perceived) safety for older people National research shows that safety issues in relation to cycling are of particular concern to older people, and this is one of the main reasons why this group does not cycle more.</p> <p>Increased independence for older people Particularly for those that can no longer drive. Subsidised cycle training can overcome cost barriers to</p>	<p>In principle, no negative impacts are anticipated, however schemes should carefully consider potential impacts on pedestrians such as loss of pavement space or conflict at junctions.</p> <p>The decision to install Brompton Docks at stations rather than a more conventional cycle hire scheme may present a barrier to some groups, in particular due to the weight of the bikes (carrying when folded).</p>	<p>These issues were identified through the bid preparation process for the Local Sustainable Transport Fund (LSTF).</p> <p>In addition, the Accessibility Strategy published in 2010 identified cycling safety and a lack of adequate cycling facilities as an issue for children and older people.</p> <p>Current casualty data shows that casualties occur across nearly all age groups. They tend to be highest among people between the ages of 10 and 49.</p> <p>Best practice research showed that European countries that have invested in safe cycling infrastructure such as the Netherlands have far higher levels of cycling than the UK among older people as well as lower casualty rates.</p>

² More information on the definitions of these groups can be found [here](#).

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<p>Disability</p>	<p>Increased independence for disabled people Safe, high-quality cycle routes and support for cycling could offer increased independence for many people with disabilities, who may potentially be able to cycle, but might feel unsafe cycling on the road.</p> <p>Increased opportunity for physical activity The opportunity for increased physical activity would have benefits in preventing and addressing many health problems that can result in disability.</p>	<p>As above, no negative impacts are anticipated in principle. Any new schemes should consider potential impacts on pedestrians such as loss of pavement space or conflict at junctions. These could cause particular difficulties for those with disabilities such as mobility issues or visual or hearing impairment.</p>	<p>As above, these issues were identified through bid preparation for the LSTF and research carried out for the accessibility strategy.</p> <p>National research shows that cycling is the third most popular sport among disabled people, with approximately 10% taking part in cycling.</p> <p>National research shows major benefits of physical activity in relation to many health issues.</p>
<p>Gender reassignment</p>	<p>None</p>	<p>None</p>	<p>Gender reassignment has not been encountered as an issue in relation to cycling infrastructure in any of our research.</p>
<p>Pregnancy and maternity</p>	<p>Improved (actual and perceived) safety for pregnant women and parents of young children National research shows that safety issues in relation to cycling are of particular concern to this group. Investments in safe cycling infrastructure will therefore be of particular benefit to pregnant women and cyclists with young children in bike seats .</p>	<p>As above, any new schemes should consider potential impacts resulting from loss of pavement space. This may be particularly problematic for people with buggies / prams.</p>	<p>Loss of pavement space and potential conflict at junctions was identified as an issue through the LSTF bid writing process.</p>
<p>Race</p>	<p>None identified</p>	<p>None identified</p>	<p>As part of the SCC cycling programme development, we will investigate any issues relating to race and ethnicity and participation in cycling.</p>
<p>Religion and belief</p>	<p>None identified</p>	<p>None identified</p>	<p>Not encountered as an issue during research.</p>

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<p>Sex</p>	<p>Women will benefit from safer and more appealing routes Fewer women than men cycle, and women tend to be less confident cycling on the roads. National research shows that safety issues are of a particular concern in relation to cycling for women. Safe cycle routes will therefore be of particular benefit to this group .</p> <p>Women will benefit from cycle training In focus group research, women were very positive about receiving cycle training to improve their confidence and to be able to provide guidance to their children.</p>	<p>None identified</p>	<p>Bikeability research found that women tend to be less confident as cyclists. This is supported by national research.</p> <p>Approximately 72% of cycling trips in the UK are made by men.</p> <p>By comparison, best practice research showed that European countries that have invested in safe cycling infrastructure such as the Netherlands have similar levels of cycling among men and women.</p>
<p>Sexual orientation</p>	<p>None identified</p>	<p>None identified</p>	<p>Not encountered as an issue during research.</p>
<p>Marriage and civil partnerships</p>	<p>None identified</p>	<p>None identified</p>	<p>Not encountered as an issue during research.</p>

7b. Impact of the proposals on staff with protected characteristics

Protected characteristic	Potential positive impacts	Potential negative impacts	Evidence
<p>Age</p>	<p>None identified</p>	<p>Not identified</p>	<p>The proposals are not expected to have any specific impacts on staff from any protected group.</p>
<p>Disability</p>			
<p>Gender reassignment</p>			

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Pregnancy and maternity			
Race			
Religion and belief			
Sex			
Sexual orientation			
Marriage and civil partnerships			

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8. Amendments to the proposals

Change	Reason for change
The proposals outlined in section 5 have not changed, however potential issues in relation to loss of pavement space or conflict between pedestrians and cyclists will be carefully considered as part of scheme design.	Overall, the proposals are expected to have a positive impact on the protected groups. Where there is potential for a negative impact (e.g. loss of pavement space), this can be mitigated by ensuring that the needs of pedestrians, particularly those in protected groups, are considered as part of any scheme design.

9. Action plan

Potential impact (positive or negative)	Action needed to maximise positive impact or mitigate negative impact	By when	Owner
Reduced casualties, particularly among young people	<p>Prioritise schemes that address casualties, particularly around schools and destinations that attract young people - include in scheme prioritisation criteria</p> <p>Ensure that subsidised cycle training is made widely available, effectively promoted and tailored to different needs, including family training to support parents in teaching children to cycle safely</p>	Ongoing throughout LSTF Programme	Dave Sharpington
Increased independence for young, older and disabled people	<p>Consider areas that currently have poor accessibility and popular destinations as part of scheme prioritisation.</p> <p>Consult on issues for disabled people with the Surrey Access Forum</p> <p>Work with Wheels for All to support provision for disabled people</p>	<p>June 2013</p> <p>April 2013</p> <p>July 2013</p>	<p>Dave Sharpington</p> <p>Helen Treasure</p> <p>David Sharpington</p>
Improved (actual or perceived) safety for older people, women, pregnant women and parents of young children	Ensure standards for new cycling infrastructure are of sufficient quality that they will feel safe for use by all, including young children.	<p>June 2013</p> <p>Ongoing</p>	Dave Sharpington

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	Provision of subsidised family cycle training to equip parents with skills to cycle safely with their children.	throughout LSTF programme	
Increased opportunity for physical activity	Community funding focused on areas of deprivation, and with an increased emphasis in 13/14 on sustainable travel measures inc cycling.	June 2013	Marc Woodall
Potential loss of pavement space or conflict between cyclists and pedestrians	Consider as part of scheme design - consider referencing within cycling infrastructure standards.	June 2013	Dave Sharpington

10. Potential negative impacts that cannot be mitigated

Potential negative impact	Protected characteristic(s) that could be affected
<p>The decision to expand the Brompton Dock provision at rail stations may present a barrier to some potential users who could struggle with the weight of a Brompton when folded or put off by the cost fo joining the scheme. However, it was felt that a cycle hire scheme such as the London scheme would not be financially sustainable in any of the Travel SMART towns due to the relatively low populations and visitors to the towns.</p> <p>As part of the Westborough community hub, the Guildford Bike Project are considering establishing a bike hire scheme. This will provide local access with potential for wider application if it proves successful and viable.</p>	Elderly, people with disabilities

11. Summary of key impacts and actions

<p>Information and engagement underpinning equalities analysis</p>	<p>Analysis is mainly based on:</p> <ul style="list-style-type: none"> • Project team knowledge obtained during engagement carried out during the LSTF bid preparation in 2011 • Research carried out for the Accessibility Strategy published in 2010 • Police STATS 19 casualty data • Market research carried out in Surrey • National and international benchmarking and best practice <p>We plan to carry out further engagement with the Surrey Access Forum to check the conclusions presented in this analysis.</p>
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Key impacts (positive and/or negative) on people with protected characteristics	<p>Impacts are anticipated to be positive, with high-quality segregated cycle routes and training offering increased safety, independence and opportunities for physical activity for people of all protected groups. These will be supported by quality cycling parking, cycle hire facilities and promotional activities to promote participation.</p> <p>The potential for negative impacts resulting from specific schemes (e.g. loss of pavement space) needs to be carefully assessed during scheme design.</p>
Changes you have made to the proposal as a result of the EIA	<p>No changes have been made to the proposals outlined in section 5. However, as a result of this assessment, we recommend that the needs of protected groups are considered as part of our scheme prioritisation criteria, as outlined in the action plan in section 9.</p>
Key mitigating actions planned to address any outstanding negative impacts	<p>As a result of this assessment, we recommend that the needs of pedestrians are highlighted in the application of the new cycling standards to LSTF infrastructure to avoid adverse impacts, such as the loss of too much pavement space.</p> <p>We have identified the need to market the subsidised cycle training offer more widely to raise awareness of the opportunity.</p>
Potential negative impacts that cannot be mitigated	<p>The use of Brompton Dock rather than a London style cycle hire scheme may present a barrier to some groups. Through support for the Guildford Bike Project and a similar initiative in Redhill, we will seek to ensure that affordable, second hand bikes are widely available.</p>