



# Equality Impact Assessment

## EIA-637519525 - Binley Cycleway - Clifford Bridge Road Section

### Details

<b>Title</b>	Binley Cycleway - Clifford Bridge Road Section
<b>Author</b>	Serina Dhillon (Project Manager )
<b>Head of service</b>	John Seddon (Strategic Lead - Policy, Transport and Innovation )
<b>Cabinet member</b>	Patricia Hetheron (Highways, Drainage and Lighting Licensing Policy (Hackney Carriage and Private Hire) Public Realm )

### Context and background

<b>EIA carried out on</b>	New services
<b>Background</b>	<p>The project comprises the construction of a new segregated cycleway along Clifford Bridge Road from its junction with Brinklow Road to its southern junction with Dorchester Way with no change to the road width. The scheme includes a signalised crossing which will allow pedestrians and cyclists to cross Clifford Bridge Road safely and easily. Along with reinstalled parking bays and bus stop relocations. These improvements will encourage walking and cycling for local journeys, promoting active travel and helping to address health inequalities.</p>

**Stakeholders**

Active Travel England  
CCC Comms and Engagement  
CCC Public Health  
CCC Transport and Planning  
CVLife Cycling organisations  
Disability Groups  
Elected Members  
Local Environmental Groups  
Local People  
Resident Groups  
Transport for West Midlands  
Warwick University  
West Midlands Combined Authority  
Clifford Bridge Academy

**Responsibility**

Residents and Businesses will be directly impacted by this decision and can influence the use of active travel. This will impact schools in a good way to encourage cycling and walking and make it safer for them to use travel around the area. This will also the use of safer crossings which impact the elderly and disabled.

## Consideration of impact

We have completed resident consultations which allows us to understand and improve the area for health and wellbeing and the use of active travel. Some people have provided feedback that this will better the health and wellbeing of children and women using footways and cycleways. Alongside, create a safer and easier route to bring people together as spoken about in our One Coventry plan. These surveys and consultations created a positive feedback allowing people to use their community freely and develop physical health going forward. Some of the positive examples we received were supportive and happy. For example, "I'm very supportive of them as they're a pragmatic response to the difficulties presented by the space. I regularly cycle through there so my opinion is based on cycling rather than walking. It's currently really dangerous cycling on the road and I've been driven at and sworn at by drivers regularly so a segregated space would be far safer. Local residents who drive seem to think other road users in Coventry should accommodate their wishes". Another response confirmed journeys to work would be safer. "As a local and a cyclist and a driver I think it the proposal is a very reasonable compromise. My daughter who cycles to work at the hospital cannot wait for work to start on this section of the cycleway . It will make her commute to work so much safer."

Bicycling in contrast, is a clean air form of transportation. It does not

create air pollution. Every time you cycle just one mile instead of driving, you save over 300 grams of toxic CO2 greenhouse emissions. The use of bicycles will be able to improve air quality and also prevent accidents and traffic build up by giving people the freedom to cycle to destinations quicker and safer.

Sustrans developed a model with Eunomia which is the first of its kind to quantify the contribution of walking and cycling to improving air quality. It found:

**Baseline data and information**

Savings to the economy of £5.67 billion over 10 years would be realised from improved air quality, by delivering and meeting the targets to double cycling and increase walking set out in the UK Government's Cycling and Walking Investment Strategy in England. It would also mean more than 8300 premature deaths from air pollution would be prevented over this time.

Public Health England has also published a report on interventions to improve outdoor air quality which recommends a targeted reduction in traffic emissions with investment in, and promotion of active transport such as walking and cycling. This will allow us to monitor air quality going forward as part of the citywide air quality monitoring and improve the amount of people on the road cycling and walking. This data will show the usage of cyclists and vehicles on the road and monitor how many people have chose walking and cycling as part of their daily routine.

The cycle route between Allard Way and Brandon Road was constructed in May 2023. The usage data for Binley Road showed that the daily average number of cyclists using the path and road to ride along Binley Road before the cycleway construction began was 74 users. This was based on data collected between January to March 2023.

We then looked at the current levels of cycling post construction. An 85% increase can be seen, with a daily average number of cyclists of 137 users in 2024. This was based on data collected between January to March 2024. This can be seen in the table below. This demonstrates a significant rise in the average number of cyclists since the construction of the cycleway. Higher number of cyclists were also observed during the summer however the following months have been used to ensure consistency.

Further data will be introduced at later date following the extension of the Cycleway

<b>Age 0-18</b>	Positive impact - Younger people generally feel safer cycling on traffic-free cycleways than roads. Increased independence for younger people as there is a safer, more efficient and reliable transport service that doesn't rely on the ability to drive.
<b>Age 19-64</b>	Positive impact - People aged 19-64 can be encouraged to cycle or walk using the segregated cycleway and footpaths which can make them feel safer and less vulnerable to vehicles. This can also influence them to be more confident and independent when it comes to travelling to the nearest supermarket or round the community alongside commuting as part of their daily routine.
<b>Age 65+</b>	Positive impact - Older people may be more adversely affected than the general population. Older people may be less mobile or have hearing or visual impairments and consequently feel more vulnerable/less safe sharing the footway with cyclists. Providing a dedicated cycling space reduces conflict between pedestrians and cyclists and as such is a positive intervention compared to a shared use facility.
<b>Disability</b>	Positive impact - Safe, high-quality cycle and pedestrian routes could offer increased independence for many people with disabilities, who may potentially be able to walk or cycle, but might feel unsafe cycling on or crossing the road. The opportunity for increased physical activity through active commuting could have benefits in preventing and mitigating chronic illnesses that can exacerbate disabilities. Recent changes to government guidance means that Class 2 and Class 3 mobility carriages are now permitted to use cycle tracks, reducing conflict with pedestrians or exposure to risk to road traffic (in the case of Class 3 mobility scooters which can also use the carriageway).
<b>Gender reassignment</b>	No impact -
<b>Marriage and civil partnership</b>	No impact -
<b>Pregnancy and maternity</b>	Positive impact - Evidence suggests that air pollution can affect the growth of the unborn baby and may be linked to premature birth. Encouraging greater use of sustainable modes will help lower levels of air pollutants in the local area, benefitting health. Pregnant women may feel vulnerable on a shared use path, so the designation of a separate cycle track is a positive intervention compared to a shared use facility.
<b>Race</b>	No impact -
<b>Religion and belief</b>	No impact -

**Sex**

Positive impact - In a national survey, 69% of women surveyed stated that it is too dangerous for them to cycle on the road compared to 53% of men. Improved cycling facilities will reduce this barrier to cycling for some women.

**Sexual orientation**

No impact -

## Health inequalities (HI)

**How HI will be reduced**

This proposal will help reduce inequalities and contributes to the Marmot Principles below as part of the idea to influence cycling and walking and creating a safer transport system with environmental benefits stated below:

- Give every child the best start in life
- Enable all children, young people and adults to maximise their capabilities and have control over their lives
- Ensure a healthy standard of living for all
- Create and develop healthy and sustainable places and communities
- Strengthen the role and impact of ill health prevention

**Evidence showing how HI will be reduced**

The information we have to show this proposal will reduce health inequalities is by using the Coventry City Council Transport Strategy working to offer a safe, sustainable and resilient transport system which allows residents and visitors to get round the city easy and safely. We are improving air quality with more sustainable cars as well as influencing walking and cycling as a safe option to tackle local challenges with improving the regional and national connections. The national government schemes will be expected to generate up to 16million more walking and cycling trips a year across the country. The usage data for Binley Road showed that the daily average number of cyclists using the path and road to ride along Binley Road before the cycleway construction began was 74 users. This was based on data collected between January to March 2023.

We then looked at the current levels of cycling post construction. An 85% increase can be seen, with a daily average number of cyclists of 137 users in 2024. This was based on data collected between January to March 2024. This is demonstrated through a significant rise in the average number of cyclists since the construction of the cycleway. Higher number of cyclists were also observed during the summer however the following months have been used to ensure consistency.

**Groups of people who face HI**

The groups of people who will face the biggest health inequalities in regards to the new cycleway and footway are people with no access to cars, public transport and cycling can help them get round the city.

Elderly people can also find it easier and safer to move around the area with cycling and signalised junctions.

School children will also be affected as using the footpaths and cycleway daily can improve anxiety and mental health. A safer form of transport can boost children to use cyclepaths and footways on their journey, allowing them to have freedom and improve their physical health.

**How to improve HI for groups identified**

Baseline data on this section of Clifford Bridge Road shows that currently around 40% of cycling takes place on the footway rather than the road. The segregated cycleway will therefore improve safety for existing pedestrians and cyclists by providing dedicated space for each category of road user, thereby reducing conflict between them. The wider strategy linking into the One Coventry plan contributes by reducing traffic and allowing a safe and efficient way to get round the city. This brings people to become more active and boosts travel options. Air pollution can also be improved which relates to the One Coventry plans to make a greener environment and bringing communities together. This overall will improve road safety, congestion and wellbeing in people who will choose active travel. The usage data from Clifford Bridge Road showed that the daily average number of cyclists was 77. risk for pedestrians and increases the chance of collisions between pedestrians and cyclists. By introducing a cycleway, it will be removing this risk and offering a safer travel route both. The usage data for Binley reveal that since the opening of cycleway, there has been an increase in the number of cyclists from 2023 to 2024.

Overall the delivery of phase 2 of the cycleway to improve overall safety for both pedestrian and cyclists.

**Digital inequalities (DI)**

**Impact to DI** N/A

**Opportunities to reduce DI**

Other than walking, cycling is perhaps the least technologically exclusive form of transport available. Increasingly, buses are reliant on using cashless payment systems and timetable apps, and more and more cars are being built with touchscreen consoles that can be challenging to people not used to digital user interfaces. Providing legible, direct cycle routes that follow familiar corridors can assist people navigating their city without the need to rely on smartphone apps.

**Next steps**

Inequality	Action	Owner	Timescale

<b>Monitor and evaluation</b>	Footfall and cycling surveys to monitor changes to pedestrian and cyclist use Feedback from local people Any recorded accident data		
-------------------------------	---	--	--

**Impact on Council staff**

<b>Will there be an impact?</b>	No
---------------------------------	----

**Completion statement**

<b>Potential equality impact</b>	Positive impact has been identified for one or more protected groups
----------------------------------	--