

## Equality Impact Assessment (EIA):

<b>Name of Report/Proposal/Strategy:</b>	Cycling Development Clennon Valley		
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Since the Equality Act 2010 came into force the council has continued to be committed to ensuring we provide services that meet the diverse needs of our community as well as ensure we are an organisation that is sensitive to the needs of individuals within our workforce. This Equality Impact Assessment (EIA) has been developed as a tool to enable business units to fully consider the impact of proposed decisions on the community.

This EIA will evidence that you have fully considered the impact of your proposal / strategy and carried out appropriate consultation with key stakeholders. The EIA will allow Councillors and Senior Officers to make informed decisions as part of the council's decision-making process.

### Relevance Test – ‘A Proportionate Approach’

Not all of the proposals or strategies we put forward will be ‘relevant’ in terms of the actual or potential impact on the community in relation to equality and vulnerable groups. For instance, a report on changing a supplier of copier paper may not require an EIA to be completed whereas a report outlining a proposal for a new community swimming pool or a report proposing a closure of a service would.

Therefore before completing the EIA please answer the following questions. If you answer ‘yes’ to any of the questions below you must complete a full EIA.

1)	<b>Does this report relate to a key decision?</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2)	<b>Will the decision have an impact (i.e. a positive or negative effect/change) on any of the following:</b>		
	• <b>The Community (including specific impacts upon the vulnerable or equality groups)</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
	• <b>Our Partners</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
	• <b>The Council (including our structure, ‘knock-on’ effects for other business units, our reputation, finances, legal obligations or service provision)</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>

## Section 1: Purpose of the proposal/strategy/decision

No	Question	Details
1.	<p><b>Clearly set out the purpose of the proposal</b></p>	<p>The proposal is to obtain match funding capital to build a 1.5 Km closed road circuit and Velodrome at Clennon Valley.</p> <p>British Cycling (BC) has identified the regional need for a Velodrome and a Closed Cycle Circuit in the South West Region. The BC are on record as saying the provision of these facilities in the South West are one of their highest National Priorities. Torbay is currently the BC preferred location. The nearest cycling facilities to Torbay for an outdoor velodrome is Bournemouth for the Closed Road Cycle Circuit is either Birmingham or London. A closed road is to be developed in Bath during 2013. Manchester and London are the only areas that have both a Closed Road Circuit and Velodrome.</p> <p>The objectives of this proposal are to create a major cycling facility at Clennon Valley to be available for all cyclists in the South West of England. Creating an opportunity for both holding Regional and National cycling events as well as an important facility for cyclists of all abilities to undertake training.</p> <p>The closed road cycling circuit would provide a safe environment for a wide variety of sports including cycling, jogging, walking etc. The circuit would be enclosed and lit and would allow the public to participate in health and fitness activities in a safe controlled environment catering for all people.</p>
2.	<p><b>Who is intended to benefit / who will be affected?</b></p>	<p>All people are expected to benefit from the proposed development; however the main beneficiaries of the velodrome would be all cyclists in the South West Region as a direct result of the facility, residents of Torbay as an indirect beneficiary of the increase in visitors and tourists attending for the use of the facility.</p> <p>It has been reported that 40% of the UK will be obese by the year 2015. Cycling as a form of transport, and/or recreational cycling is a tool that can help alleviate the pressure of obesity upon society. Cycling as a fitness and leisure activity can be undertaken by all age groups and by providing a safe and family friendly facility encourages family cycling groups. By encouraging cycling within Torbay, we are able to continue creating a more cycle friendly environment, helping to reduce the potential health challenges affecting the town.</p> <p>The beneficiaries of the Closed Road Circuit would be all residents and visitors who wish to undertake physical activities or health and well being initiatives,</p>

No	Question	Details
3.	<b>What is the intended outcome?</b>	<p>The intended outcomes are to:</p> <ul style="list-style-type: none"> <li>• To increase the number of active sport participants and improve the opportunities for sport and leisure activities within Torbay</li> <li>• To reduce both the actual, and perceived dangers to cyclists;</li> <li>• To provide more, and better cycle facilities,</li> <li>• To promote and encourage cycling as a recreational tool, and as a means to improving the health of the population of Torbay and the South West by promoting cycling as a means of exercise. Supporting health benefits through partnership work with the local NHS Trust and community stakeholders;</li> <li>• Provide a facility that could be included within the GP referral units and therefore an additional income source</li> <li>• To promote cycling as a major sport accessible to all via sign posting to the work conducted by the sports development team within Torbay Council in partnership with British Cycling and other sport governing bodies.</li> <li>• These facilities would be the only ones in the South West and as such there are opportunities for hosting major events for a wide range of sports.</li> <li>• The increase in sports participation visits to Torbay could significantly raise the amount of money spent with local business, retailers and hoteliers. There is the added bonus of the various media opportunities local and national to raise the profile of Torbay which could in turn increase visitor numbers. The Bournemouth Skyride event showed that 20% of participants were tourists.</li> </ul> <p>By developing the additional sports facilities it will help to make Torbay a destination resort for cycling, there is already well designed international grade BMX track as well as a Mountain bike track. The development of a closed road circuit and outdoor velodrome would make Torbay an extremely attractive proposition as a centre for all cycling requirements.</p>

## Section 2: Equalities, Consultation and Engagement

Torbay Council has a moral obligation as well as a duty under the Equality Act 2010 to eliminate discrimination, promote good relations and advance equality of opportunity between people who share a protected characteristic and people who do not.

The **Equalities, Consultation and Engagement** section ensures that, as a council, we take into account the Public Sector Equality Duty at an early stage and provide evidence to ensure that we fully consider the impact of our decisions / proposals on the Torbay community.

### Evidence, Consultation and Engagement

No	Question	Details
4.	Have you considered the available evidence?	<p>It is expected that as a regional centre, users will be from Cornwall Devon and Somerset but predominantly from the South Devon area. The wide variety of activities that can be undertaken using the facility mean that it satisfies a number of the requirements of various sports and recreational activities. These can be undertaken in a safe and controlled environment; and with availability of good ancillary facilities, would prove a good and attractive prospect for participants.</p> <p>There are 72 British Cycling registered Clubs in the South West and 35 of these are in Devon. These Devon clubs have a stated membership of 2336 people as at the beginning of 2012, which are the most up to date figures available. (It is expected that these figures will rise as a result of a very successful year for British Cyclists and high media coverage).</p> <p>The current figures for the number of members of British Cycling in the South West region is; 2,808 with an estimated 8,450 members of local clubs. Over the last 4 years the membership of BC has risen from 25,000 to 61,600 and is still growing at a rate of just over 1,000 per month. The large increase has been put down to the success of British Cyclists in the Olympics and Paralympics and the Tour de France.</p> <p>There are 11 Clubmark Clubs in the Region, 6 of them in Devon, and a further 8 Go Ride accredited Clubs 6 of which are in Devon. All of these are accredited to work with under 16's. Under 16's which in effect means all Youth racing, has to be on Closed circuits, they are not permitted to race on the open road. This is why the circuit in Torbay would play such a key role for this particular age group</p> <p>It is recognised that the participation by women in all sporting areas is on the decline and where this may be as</p>

No	Question	Details
		<p>a result of the feeling of safety and security these facilities would help. The membership of British Cycling shows that only between 15 and 20% are women, there is an acknowledged need to encourage these figures to increase. Providing these facilities would help to alleviate the problems women and young people have with all sports in relation to participation in a safe environment.</p> <p>It is recognised that young people in the South West do not achieve their full potential because of the lack of facilities and the ability to train. The lack of officially recognised cycling circuits and velodromes requires participants to travel long distances to train and to participate in active competition. The nearest location for road racing for under 16 year olds is London or Birmingham where they do enter competitive competitions. When young people do enter and travel to the venues, they are not effective competitors, it is understood that this is because of the lack of training opportunities in the South West.</p> <p>Research undertaken by the LSE into the British Cycling Economy that in 2010; 1.3 million new cyclists took up cycling as a sport or recreational activity generating increased revenue. The retail sector for cycling is estimated to be worth £2.46 Billion. The indirect benefits for local business is the increase in day and stay visits to make use of the developments, and the expected use increase in tourism directly attributed to the use of the facility. The businesses that could benefit range from catering, overnight accommodation through to local attractions</p>
5.	<b>How have you consulted on the proposal?</b>	<p>Consultation has taken place with the South West Cycling Clubs, Exeter University, South Devon College, Paignton Sports and Community College, the School sports liaison officer and a local tourist accommodation officer.</p> <p>If progressed detailed consultation will be carried out with members of the public, community partnership groups and other stakeholders.</p> <p>Ongoing customer satisfaction surveys/Sport England surveys will also take place if/once the project is completed.</p>
6.	<b>Outline the key findings</b>	<p>Groups and individuals already consulted with have shown support for the scheme.</p> <p>Case studies undertaken in other areas have shown the following:</p>

No	Question	Details
		<p><b>Stourport</b></p> <p>Closed Road Circuit Opened in April 2010 the events delivered in the first 33 weeks of opening were:</p> <ul style="list-style-type: none"> <li>• Schools 195 events Participants 5850</li> <li>• Go-Ride 30 events Participants 300</li> <li>• Coaching 54 events Participants 809</li> <li>• Cycling 4 events Participants 130.</li> </ul> <p>British Cycling then applied a formula which would give the estimated annual participation figure of 11,170, Over a 15 year period this would give an estimated participation figure of 336,400</p> <p>The circuit provided a traffic free cycle and sport environment for all participants, it is identified that a safe environment is fundamental to achieving satisfaction.</p> <p><b>Redditch BMX track</b></p> <p>Although this project is not to build a BMX track it is envisioned that by creating these facilities it would enhance the usage of Parkfield BMX track by linking this facility as a cycling destination. The BMX track at Redditch participation levels over the initial 20 week period gave:</p> <ul style="list-style-type: none"> <li>• Coaching 20 weekly sessions 937 participants</li> <li>• Events 1 Regional 192 participants</li> </ul> <p>The track has delivered 1129 new participants to the area in 4.5 months period when new participants can undertake a sporting activity in a safe environment. Novice riders can undertake safe and extensive coaching sessions; to improve the expertise of riders and nurture their talents. The costs of using this facility for 2012/2013</p> <p><b>Knowsley Outdoor Velodrome</b></p>

No	Question	Details
		<p>This facility has only recently opened and the usage figures have been estimated by using the results of a similar facility built at Bournemouth. The estimated figures for a 15 year period are:</p> <ul style="list-style-type: none"> <li>• Go ride Events            1530    Participants 30,600</li> <li>• Coaching Events        3060    Participants 76,200</li> <li>• Events                      1240    Participants 44,000</li> <li>• Schools                    3400    Participants 15,460</li> </ul> <p>Total participants over 15 years estimated at 166,260</p> <p>Knowsley velodrome is a large, 400 metre excellently built outdoor track, with a 30 degree bank, capable of accommodating both track and road bikes. It opens itself up to a lot of different uses in performance cycling. It is a perfect venue for coaching the skills of serious cycling in a controlled and safe environment.</p>
7.	<b>What amendments may be required as a result of the consultation?</b>	To be confirmed once detailed consultation has been undertaken.

## Positive and Negative Equality Impacts

No	Question	Details		
8.	<b>Identify the potential positive and negative impacts on specific groups</b>	<i>It is not enough to state that a proposal will affect everyone equally. There should be more in-depth consideration of available evidence to see if particular groups are more likely to be affected than others – use the table below. You should also consider workforce issues. If you consider there to be no positive or negative impacts use the 'neutral' column to explain why.</i>		
		Positive Impact	Negative Impact	Neutral Impact
	All groups in society generally	<p>It has been reported that 40% of the UK will be obese by the year 2015. Cycling as a form of transport, and/or recreational cycling is a tool that can help alleviate the pressure of obesity upon society. Cycling as a fitness and leisure activity can be undertaken by all age groups and by providing a safe and family friendly facility encourages family cycling groups. Training cyclists to use the road network is crucial, to mitigate potential accidents.</p> <p>The development would show that Torbay Council is serious in the commitment to the provision of good quality Sport facilities and the delivery of Health and Fitness programmes for the benefit of all residents</p> <p>It is believed that incidents of anti social behaviour will reduce as the increase in active participation</p>		



No	Question	Details	
		<p>increases. The facilities would provide more scope for volunteer sectors working with young people and encourage them to have alternative interests.</p>	
	<p>Older or younger people</p>	<p>Training cyclists to use the road network is crucial, to mitigate potential accidents. By training primary school children, we will instil a safe cycling ethos into the next generation of cyclists in Torbay.</p> <p>It is recognised that young people in the South West do not achieve their full potential because of the lack of facilities and the ability to train. The lack of officially recognised cycling circuits and velodromes requires participants to travel long distances to train and to participate in active competition. The nearest location for road racing for under 16 year olds is London or Birmingham where they do enter competitive competitions. When young people do enter and travel to the venues, they are not effective competitors, it is understood that this is because of the lack of training opportunities in the South West. By building the velodrome in Torbay we will be able to offer young people these facilities.</p>	

No	Question	Details	
		<p>By building the velodrome in Torbay we would be able to work with Schools in the region to provide a good facility to deliver a safe and accessible location to deliver their sporting requirements.</p>	
	<p>People with caring responsibilities</p>		<p>There is no differential impact</p>
	<p>People with a disability</p>	<p>The closed road circuit can be used for disabled sport – currently these facilities do not exist in the South West.</p> <p>Within a Sport England profile report for Torbay they highlight the need to enhance sporting facilities to encourage activities that will provide for the needs of disabled people – the provision of a closed road cycle circuit would meet the requirements by offering a facility that is managed and is a safe environment, for the use of all people</p>	
	<p>Women or men</p>	<p>It is recognised that the participation by women in all sporting areas is on the decline and where this may be as a result of the feeling of safety and security these facilities would help. The membership of British Cycling shows that only between 15% and 20% are women, there is</p>	

No	Question	Details		
		<p>an acknowledged need to encourage these figures to increase. Providing these facilities would help to alleviate the problems women and young people have with all sports in relation to participation in a safe environment.</p>		
	<p>People who are black or from a minority ethnic background (BME)</p>			<p>There is no differential impact</p>
	<p>Religion or belief (including lack of belief)</p>			<p>There is no differential impact</p>
	<p>People who are lesbian, gay or bisexual</p>			<p>There is no differential impact</p>
	<p>People who are transgendered</p>			<p>There is no differential impact</p>
	<p>People who are in a marriage or civil partnership</p>			<p>There is no differential impact</p>
	<p>Women who are pregnant / on maternity leave</p>			<p>There is no differential impact</p>
<p><b>9.</b></p>	<p><b>Is there scope for your proposal to eliminate discrimination, promote equality of opportunity and / or foster good relations?</b></p>	<p>Creates a facility that can be used equally by all it does not benefit any particular group is good for all groups to participate equally</p>		

### Section 3: Steps required to manage the potential impacts identified

No	Action	Details
10.	Summarise any positive impacts and how they will be realised most effectively?	<p>We would like to build a velodrome in Torbay for the following positive reasons:</p> <ul style="list-style-type: none"> <li>• To increase the number of active sport participants and improve the opportunities for sport and leisure activities within Torbay</li> <li>• To reduce both the actual, and perceived dangers to cyclists;</li> <li>• To provide more, and better cycle facilities,</li> <li>• To promote and encourage cycling as a recreational tool, and as a means to improving the health of the population of Torbay and the South West by promoting cycling as a means of exercise. Supporting health benefits through partnership work with the local NHS Trust and community stakeholders;</li> <li>• Provide a facility that could be included within the GP referral units and therefore an additional income source</li> <li>• To promote cycling as a major sport accessible to all via sign posting to the work conducted by the sports development team within Torbay Council in partnership with British Cycling and other sport governing bodies.</li> <li>• These facilities would be the only ones in the South West and as such there are opportunities for hosting major events for a wide range of sports.</li> <li>• The increase in sports participation visits to Torbay could significantly raise the amount of money spent with local business, retailers and hoteliers. There is the added bonus of the various media opportunities local and national to raise the profile of Torbay which could in turn increase visitor numbers. The Bournemouth Skyride event showed that 20% of participants were tourists.</li> </ul> <p>These positive impacts would be realised once the veledrome is built.</p> <p>Within a Sport England profile report for Torbay they highlight the need to enhance sporting facilities to encourage activities that will provide for the needs of disabled people – the provision of a closed road cycle circuit would meet the requirements by offering a facility that is managed and is a safe environment, for the use of people of all abilities.</p>

11.	<b>Summarise any negative impacts and how these will be managed?</b>	There is a risk that some members of the public may not support the development of a velodrome in Torbay – this section will need to be updated once consultation with local residents has taken place
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#### Section 4: Course of Action

No	Action	Details
12.	<b>State a course of action</b>	<b>No major change required</b> – EIA has not identified any potential for adverse impact in relation to equalities and all opportunities to promote equality have been taken.

#### Section 5: Monitoring and Action Plan

No	Action	Details
13.	<b>Outline plans to monitor the actual impact of your proposals</b>	<p>Ongoing customer satisfaction surveys/Sport England surveys continue to take place if/once the project is completed.</p> <p>The Council will continue to work with Torbay Sports Council and British Cycling to ensure that the aims and objectives of the scheme are met and continue to be met.</p>

***Please use the action plan below to summarise all of the key actions, responsible officers and timescales as a result of this impact assessment***

**Action plan**

Please detail below any actions you need to take:

Dates applicable if confirmed at Council Meeting 28 February 2013. The deadline dates given are dependant on confirmation of match funding for any grant offer from British Cycling.

No.	Action	Reason for action / contingency	Resources	Responsibility	Deadline date
1	If the project goes ahead initial consultation with the cycling clubs in the South West	Determine the needs for all classes of cycle sport, future usage etc	Time/Staff	Project Board	June 2013
2	Meeting with Sport England and British Cycling	To engage with the governing bodies of sport to ensure that the build meets their criteria and needs for both able bodied and disabled sports	Time/Staff	Project Board	Completed.
3	Meeting with Torbay Sports Council	To obtain their backing for the multi sports facility. Look at future management and marketing of the facility	Time/Staff	Project Board	June 2013
4	Public consultations local residents, Sport clubs, hard to reach groups.	Explaining what we are doing and the impact the project will have on all people. Determine what the local sports participants require for formal and informal recreation	Time/Staff	Project Board	June 2013
5	Meeting with possible partners i.e. schools, sports colleges, tourism. Leisure providers, commercial operatives	Ensure we are building something that benefits the greatest number of people. Ensures that the project is sustainable	Time/Staff	Project Board	August 2013