

Equality Impact Assessment (EIA) and our equality duty

The Equality Duty helps public bodies to deliver their overall objectives for public services, and as such should be approached as a positive opportunity to support good decision-making.

It encourages public bodies to understand how different people will be affected by their activities so that policies and services are appropriate and accessible to all and meet different people's needs. By understanding the effect of their activities on different people, and how inclusive public services can support and open up people's opportunities, public bodies are better placed to deliver policies and services that are efficient and effective.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve providing a service in a way which is appropriate for people who share a protected characteristic, such as providing computer training to all people to help them access information and services.

Whilst [the Gunning Principles](#) set out the rules for consulting with 'everyone', additional requirements are in place to avoid discrimination and inequality.

Cheshire East Council is required to comply with the Equality Act 2010 and the Public Sector Equality Duty. The Equality Act 2010 simplified previous anti-discrimination laws with a single piece of legislation. Within the Act, the Public Sector Equality Duty (Section 149) has three aims. It requires public bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, by consciously thinking about equality when making decisions (such as in developing policy, delivering services and commissioning from others)
- advance equality of opportunity between people who share a protected characteristic and people who do not share it, by removing disadvantages, meeting their specific needs, and encouraging their participation in public life
- foster good relations between people who share a protected characteristic and people who do not

The Equality Act identifies nine 'protected characteristics' and makes it a legal requirement to make sure that people with these characteristics are protected from discrimination:

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| • Age | • Race |
| • Disability | • Religion or belief |
| • Gender reassignment | • Sex |
| • Marriage and civil partnerships | • Sexual orientation |
| • Pregnancy and maternity | |

Applying the equality duty to engagement

If you are developing a new policy, strategy or programme you may need to carry out an Equality Impact Assessment. You may be able to ascertain the impact of your proposal on different characteristics through desk-based research and learning from similar programmes, but you also need to carry out some primary research and engagement.

People with protected characteristics are often described as ‘hard to reach’ but you will find everyone can be reached – you just need to tailor your approach, so it is accessible for them.

Please feel free to contact the [Equality and Diversity mailbox](#) who will try to help you to assess the impacts of your proposals and will ensure that you help the Council to comply with the Equality Act 2010 and the Public Sector Equality Duty.

Section 1 – Details of the service, service change, decommissioning of a service, strategy, function or procedure

Proposal Title	Local Transport Plan
Date of Assessment	01/07/2025
Assessment Lead Officer Name and other officers involved	LP along with contributions from officers in the project team.
Directorate/ Service	Place/ Highways and Transport
Details of the service, service change, decommissioning of the service, strategy, function or procedure.	<p>As the statutory Local Transport Authority, the Council is required to maintain an up-to-date Local Transport Plan (LTP) that provides a strategic framework for planning and delivery of improvements in local transport provision. The previous LTP was adopted in 2019 for the period of 2019-2024. Therefore, now the time is right for a new LTP document to ensure that the Council maintains a document that is robust and relevant to both national, regional and local priorities.</p> <p>The existing LTP 2019-2024 for Cheshire East was prepared pre-covid, and prior to many recent changes in transport policy. As a result, the current LTP is no deemed longer fit-for-purpose as a framework for local transport within Cheshire East.</p> <p>In addition, several recent and emerging changes will have impacts on Cheshire East; for example, Bus Service Improvement Plan and Local Cycling and Walking</p>

	<p>Infrastructure Plans. There are potential implications and opportunities for local transport within Cheshire East.</p> <p>To ensure that the Council has a clear, evidence-based position on these matters there is a need for them to be considered as part of our next LTP.</p> <p>Therefore, the time is right for a new LTP document to ensure that the Council maintains a document that is robust and relevant to both national, regional and local priorities.</p> <p>A methodology was prepared which ensures our planning is informed and influenced by robust data and stakeholder consultation. In 2024, we have developed an evidence base along with a vision and objectives document. In 2025, work has included a consultation on the vision, aims and priorities, analysis of this feedback, developing the LTP strategy and development of an investment framework.</p> <p>Between 24th February and 21st April 2025 Cheshire East Council conducted a consultation to seek views on its draft vision, aims and priorities for transport in the borough. Feedback received has helped define the new Local Transport Plan (LTP). In total, 720 consultation responses were received.</p> <p>A second consultation is proposed for 8 weeks in Autumn 2025 on the draft LTP strategy and investment framework. Views will be sought from across the transport industry.</p>
<p>Who is impacted?</p>	<p>All residents of Cheshire East could be impacted by projects which are eventually delivered as part of the LTP.</p> <p>The LTP strategy provides a strategic framework to guide schemes and investment for the future.</p> <p>As such, future work will be undertaken to implement schemes and investment programmes.</p> <p>Further Equality Impact Assessments will be conducted for schemes and investment programmes as they come forward.</p> <p>At time of writing (July 25), the vision, aims and priorities have been finalised and the LTP strategy and investment framework are in development. However, these are in line with the vision, aims and priorities.</p> <p>This EIA will be updated following the next consultation in Autumn 25, ahead of the LTP strategy and investment framework being adopted.</p>

	<p>The new LTP strategy will impact all residents.</p> <p>The following are likely to be affected by a new LTP:</p> <ul style="list-style-type: none"> • The public (including residents and visitors to the borough) • Cheshire East Council stakeholders • Public transport operators and staff • Local businesses / organisations • Schools and education establishments • Neighbouring local authorities • Governmental bodies (e.g. Local Enterprise Partnership) • Statutory transport bodies (E.g. Department for Transport, Transport for the North and Highways England) • Partner organisations • Business organisations incl. Chambers of Commerce • Town and Parish Councils • Manchester Airports Group • Ambulance Services • Umbrella organisations for people with specialist transport needs, such as: <ul style="list-style-type: none"> ○ Age UK ○ Space4Autism ○ Disability Information Bureau (DIB) ○ Cheshire Centre for Independent Living ○ Deafness Support Network ○ ADCA Medical Transport Service ○ Congleton Disabled Club ○ Care4CE ○ Leonard Cheshire Disability ○ The Stroke Association ○ The Disabled Persons Transport Advisory ○ CEC adult and social care services ○ Disability Info Bureau ○ Beartown Rickshaw • Transport interest groups, such as: <ul style="list-style-type: none"> ○ Crewe & District Bus Users Group ○ Transition Wilmslow ○ Congleton Sustainable Travel ○ Travel Cheshire ○ Campaign for Better Transport ○ Local Cycling Groups ○ Active Cheshire ○ Crewe Bus Users group ○ NW Transport Activists Roundtable
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	<ul style="list-style-type: none"> ○ Passenger Transport Consortium ○ Transport Focus ○ Alliance of British Drivers ● Environmental interests, such as: <ul style="list-style-type: none"> ○ Campaign for the Protection of Rural England ○ Cheshire Wildlife Trust ○ Canals and Rivers Trust ○ The Environment Agency ○ Natural England ○ The Joint Nature Conservation Committee ○ Macclesfield Canal Society ○ Countryside Access Forum ● Transport Charities, such as: <ul style="list-style-type: none"> ○ Cycling UK ○ Living Streets ○ Sustrans ● Members of Parliament ● Freight transport operators ● National Trust <p>This list has been devised considering those that are impacted by transport across the borough who could be affected positively or negatively by the LTP strategy.</p> <p>Getting input from these groups during the last consultation period, particularly those who share one or more protected characteristics, has helped to shape the final LTP vision and objectives, strategy and investment framework.</p> <p>Feedback as part of the next consultation will also influence the final LTP strategy and investment framework.</p> <p>Until the LTP strategy and investment framework is drafted, it is difficult to assess the impact upon all stakeholders, but particularly those who share one or more protected characteristic. Despite this, the LTP strategy and investment framework is a forward-thinking document that aims for positive change in relation to transport, therefore it is envisaged this would impact people positively.</p>
<p>Links and impact on other services, strategies, functions or procedures.</p>	<p>Links with the Cheshire East Plan</p> <p>The Cheshire East Plan recognises the importance of transport for the borough within the three commitments; the LTP vision aligns with this document.</p>

	<p>The LTP contributes to all sub-commitments in the Cheshire East Plan for 'Commitment 1: Unlocking prosperity for all' through aims 'growing the economy', 'reducing environmental impacts' and 'improving connections for all'.</p> <p>One of the LTP aims is 'improving wellbeing of our community' which aligns with commitment 2: improving health and wellbeing.</p> <p>In relation to commitment 3, the LTP strategy sets out our approach to transport, noting prioritisation needs to be made.</p> <p>Transport Strategy</p> <p>Like the existing LTP, the new LTP strategy will outline the role transport will play in delivering the key strategic vision, aims and priorities.</p> <p>Consultation on the draft vision, aims and priorities took place in early 2025 to gain feedback on the proposed vision and objectives. A second round of consultation is proposed in Autumn 2025 on the draft LTP strategy and investment framework.</p> <p>Internal steering groups and the Member Reference Group will also be engaged throughout development of the LTP strategy.</p> <p>Local Plan</p> <p>The Cheshire East Local Plan outlines the planning policies and proposals for development in the Cheshire East area. It guides decisions on where new housing, employment, and infrastructure should be located, while also protecting important open spaces and enhancing community facilities.</p> <p>The Local Plan aims to ensure sustainable growth and improve the quality of life for residents. It is important that the LTP and Local Plan are coordinated to enable sustainable development. Planning teams have been engaged throughout the process of LTP development.</p>
<p>How does the service, service change, strategy, function or procedure help the Council meet the requirements of the Public Sector Equality</p>	<p>The consultation in early 2025 involved producing a stakeholder list to contact promoting the consultation. This includes representatives and groups who share one or more protected characteristic. This direct engagement has helped to foster good relations and ensure these groups are contacted about the LTP at an early stage and that they can use their experience and influence to help develop the LTP.</p>

<p>Duty?</p>	<p>This list will be refreshed and contacted again for the next consultation in Autumn 2025.</p> <p>The LTP vision is: A well-connected, safe and sustainable transport network, accessible to all, that supports a healthy, prosperous Cheshire East. With this vision in mind for transport provision going forward, the aim will be to make a transport network more equitable including for those with one or more protected characteristics.</p> <p>Several of the LTP priorities under the aim of ‘improving the wellbeing of our community’ are important to note for those who have one or more protected characteristics. For example:</p> <ul style="list-style-type: none"> • Improving accessibility to essential services. • Enhancing safety and the sense of security for every journey, regardless of the mode of transport. • Improving wellbeing and reducing health inequalities. <p>These priorities seek to advance equality for opportunity for those with protected characteristics. The LTP strategy and investment framework are positive documents, aiming for positive change to transport for all residents.</p>
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Section 2 - Information – What do you know?

<p>What do you know?</p>	<p>Some information on the protected characteristics is set out below. The LTP strategy and investment plan are positive, forward-thinking documents aiming to improve transport for all residents, including those with protected characteristics.</p> <p>Age</p> <p>The Census 2021 shows there is a significant proportion of the Cheshire East population in the 65+ age category which has increased since the 2011 Census¹.</p> <p>Cheshire East has a larger proportion of the population in the older age category of over 65 (22.3%) compared to Cheshire West (21.3%), the Northwest (18.7%) and England (18.4%) which demonstrates that Cheshire East has a higher ageing population.</p> <p>Declining health, balance issues, and concerns about falls are significant barriers for older adults. These physical challenges</p>
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¹ [Age by single year - Nomis - ONS](#)

	<p>can make activities like walking and cycling more difficult.</p> <p>Patronage data for the Council's supported bus network reveals that a significant number of passengers use concessionary passes, the age eligibility for a concessionary bus pass in Cheshire East under the English National Concessionary Travel Scheme is tied to the state pension age (currently 66). As of February 2024, this equates to over 24,000 passengers which is 36% of total travellers on supported bus services.</p> <p>Disability</p> <p>According to the National Travel Survey there is little difference between the number of trips taken by bus for those with and without mobility difficulties. However, the number of trips by cycle, and walking are significantly lower for those with a mobility difficulty compared to those without.</p> <p>According to the 2021 Census Cheshire East has a lower proportion of residents who have a registered disability compared to the North West, however it is similar to the national average of 17.3%².</p> <p>Gender reassignment</p> <p>No information reviewed at present.</p> <p>Pregnancy and maternity</p> <p>No information reviewed at present.</p> <p>Race and ethnicity</p> <p>Taken from the 2021 Census Cheshire East's households speaking English as their first language is between 90 and 99.6%³. The areas with a lower percentage are in and around Crewe, with around 60.9% to 90%.</p> <p>According to the 2021 Census Cheshire East's population is 96.7% white, this is a larger proportion compared to the North West and England, being 6.5% higher than the North West and 10.7% higher than England⁴. The percentage of all other ethnic groups is lower than the national average, the most significant difference is the 6% lower percentage</p>
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² [Disability by car or van availability - Nomis - ONS](#)

³ [Household language - Nomis - ONS](#)

⁴ [Ethnic group - Nomis - ONS](#)

	<p>population of Asian/Asian British people in Cheshire East compared to the national average.</p> <p>Religion or belief</p> <p>No information reviewed at present.</p> <p>Sex</p> <p>Research nationally has found that a higher proportion of men cycle due to their willingness to cycle with motorised traffic. Additionally, in countries where high quality cycling infrastructure is provided there is a more even balance of men and women cyclists with greater gender equality. This scheme is being designed with the aim to give higher quality cycle routes that may contribute to addressing this gender inequality.</p> <p>UK Opinions and Lifestyle Survey⁵, undertaken in 2021, shows that one in two women and one in seven men felt unsafe walking alone after dark in a quiet street near their home, with two out of three women aged 16 to 34 years having experienced one form of harassment in the previous 12 months.</p> <p>The experiences of women and girls in a transport report⁶ produced in March 2022 found that 85% of participants thought about safety when planning a journey which influenced routes, times travelled and avoiding certain modes.</p> <p>Furthermore, those that felt very safe across several modes was between 15-30%, much lower than those using a car (59%).</p> <p>Sexual orientation</p> <p>No information reviewed at present</p> <p>Marriage and civil partnership</p> <p>No information reviewed at present</p>
Information you used to arrive at the decision	<p>The LTP is an overarching policy for the borough and therefore the document will have the potential to impact everyone across the borough including those with protected characteristics.</p>

⁵ [UK Opinions and Lifestyle Survey](#)

⁶ [Experiences of women and girls on transport](#)

	<p>The draft LTP vision, aims and priorities were consulted on in early 2025, giving those with protected characteristics to have their say at an early stage. As part of developing the draft vision and objectives, engagement with wider teams within Cheshire East Council such as Public Health and Adults has been conducted to gain a more rounded view across the council of what is required from the LTP vision and objectives. As part of the consultation, a focus groups was offered to numerous equality groups, however due to low uptake, 1:1 meetings were undertaken with two groups: AgeUK and Space4Autism. A meeting with CE Youth Council also took place. This feedback is incorporated into sections 3 and 4.</p> <p>The LTP strategy and investment framework which will be consulted on in Autumn 2025 will provide an opportunity to input and influence these documents ahead of adoption. The impact on those with protected characteristics will be explored in future iterations of this EIA after the next consultation and ahead of adoption.</p>
Gaps in your Information	<p>The LTP evidence base is comprehensive, however given the breadth of the LTP covering all forms of transport, there is some information on some of the protected characteristics that will be unavailable.</p> <p>As detailed in earlier sections, the public consultation in early 2025 provided an opportunity to have greater engagement with these groups to improve knowledge on these protected characteristics and ensure the LTP impacts are understood and mitigated against. A focus group was offered to known groups representing protected characteristics, however there was limited uptake.</p> <p>The consultation on the LTP strategy and investment framework in Autumn 2025 will provide another opportunity to reach these groups.</p>

Section 3 - Information - What did people tell you?

What did people tell you about your proposals?	<p>The majority of respondents agreed that the six transport challenges identified were the key ones in Cheshire East. Agreement (those selecting either strongly agree or tend to agree) ranged from 91% for 'insufficient travel options lead many residents to rely on private cars' to 69% for 'severe</p>
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	<p>weather increasingly challenges network resilience’.</p> <p>In terms of the six identified opportunities, ‘tailoring transport solutions to our local areas’ received the highest agreement – 90% of respondents agreed that this was a key transport opportunity for Cheshire East. Respondents seemed to be less sure that ‘new technology can help us meet our transport needs’ – whilst 56% agreed, 30% selected neither agree nor disagree or unsure / do not know.</p> <p>Within the comments, many respondents mentioned that the current public transport options were a key challenge. This included concerns related to reliability, frequency and affordability as well as lack of connections to other transport options, to key services or to areas inside and outside of the borough. Maintenance and perceived safety of roads, pavements and cycle routes was also seen as a key challenge, making active travel feel dangerous. Improving public transport options and promoting its usage was a key opportunity identified, alongside improving active travel routes – ensuring walking and cycling feels safer through better maintenance, dedicated routes, and / or appropriate speed regulations or road management. Consideration of accessibility (including for people with disabilities, elderly and those in rural areas) for all transport options was also mentioned – this included use of the private car for those who find other transport options difficult.</p> <p>79% of respondents agreed with the vision whilst 12% disagreed. There were respondents who would like to see more details on how the vision would be achieved and a greater focus on sustainability. Others were sceptical as to whether the vision could be achieved, believing it needed to be more realistic in accepting that the private car will remain the preferred transport mode for many. The majority of respondents agreed that the aims were the right areas to focus on. Agreement ranged from 86% for ‘improving connections for all’ to 73% for ‘reducing environmental impacts’. Similar to comments related to challenges and opportunities, within the comments respondents mentioned that improving public transport should be considered as a key aim alongside better walking, cycling routes and road maintenance / safety. Having consideration of those in rural areas as well as accessibility was also mentioned.</p> <p>The majority of respondents felt that the priorities identified</p>
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	<p>under each of the aims were important - responses ranged from 91% (selecting extremely or very important) for the aim 'improving accessibility to essential services such as healthcare, education, employment and leisure' down to 59% for the aim 'reducing transport related emissions through a reduction in vehicle miles to respond to the climate emergency'.</p> <p>The majority of respondents agreed with the draft vision, aims and associated priorities as well as the key challenges and opportunities identified. Improving public transport within the borough and connections to other areas was mentioned as a key priority for many as well as improvements to the road, walking and cycling network. It will be important to consider accessibility of all modes for all users including those within rural areas when drafting detailed transport plans. Respondents were keen to see more detail of how the plans will be achieved and also mentioned the benefits of continued collaboration / joined up thinking including within planning.</p> <p>Further updates to this EIA will be made following the public consultation in Autumn 2025.</p>
<p>Details and dates of the consultation/s and/or engagement activities</p>	<p>Between 24th February and 21st April 2025 Cheshire East Council conducted a consultation to seek views on its draft vision, aims and priorities for transport in the borough.</p> <p>The consultation was mainly hosted online however paper versions were made available at libraries and leisure centres throughout Cheshire East. Paper copies were also available on request. The consultation was promoted widely, including:</p> <ul style="list-style-type: none"> • Residents of Cheshire East and the public through press releases and social media promotion • The Cheshire East Digital Influence Panel • Businesses in Cheshire East and in neighbouring authorities • Specialist transport user groups • Equality groups via email and offered to attend a workshop (including 1:1 meetings with Space4Autism and AgeUK) • Town and Parish Councils • Elected Members • Neighbouring Authorities

	<ul style="list-style-type: none"> • Youth Council (in person meeting) <p>As part of wider engagement, online focus groups / 1-to-1 discussions were offered to certain stakeholders to gain further insight and to support the promotion of the consultation.</p> <p>In total, 720 consultation responses were received (674 survey responses and 46 email responses).</p> <p>The next stage of consultation is planned to run for 8 weeks during Autumn 2025.</p> <p>Groups representing those who share one or more protected characteristics will be included within the stakeholder list and contacted when the consultation goes live. Whilst the specific detail is being worked through, several focus groups could be undertaken to allow them to feed into this process.</p>
Are there any gaps in consultation and engagement feedback?	<p>A number of representatives of groups representing those with protected characteristics were offered to attend a workshop, however there was little uptake. The two groups that responded fed back via a 1:1 meeting. All stakeholders contacted previously will be contacted again in the next consultation.</p>

Section 4 - Review of information, consultation feedback and equality analysis

Protected characteristics groups from the Equality Act 2010	<p>What do you know? <i>Summary of information used to inform the proposal</i></p> <p><u>Refer to Section 2</u></p>	<p>What did people tell you? <i>Summary of customer and/or staff feedback</i></p> <p><u>Refer to section 3</u></p>	<p>What does this mean? <i>Impacts identified from the information and feedback (actual and potential).</i></p> <p><i>These can be either positive, negative or have no impact.</i></p>
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<p>Age</p>	<p>The Census 2021 shows there is a significant proportion of the Cheshire East population in the 65+ age category which has increased since the 2011 Census.</p> <p>Cheshire East has a larger proportion of the population in the older age category of over 65 (22.3%) compared to Cheshire West (21.3%), the Northwest (18.7%) and England (18.4%) which demonstrates that Cheshire East has a higher ageing population.</p> <p>Patronage data for the Council's supported bus network reveals that a significant number of passengers use concessionary passes. As of February 2024, this equates to over 24,000 passengers which is 36% of total travellers on supported bus services. These concessionary pass holders are likely to have one or multiple protected characteristics, including disabilities and being of young or old age.</p>	<p>AgeUK feedback included:</p> <ul style="list-style-type: none"> • Many people worry about losing their ability to drive which gives them independence • Bus is next most common mode used (more affordable than the train). • Those in rural areas are reluctant to stop driving due to infrequency of buses • Need room to sit at bus stops (sit and rest is important) • Ensure bus drivers are aware it takes older people longer to get on/off • Information should be accessible and in a readable format <p>Youth Council feedback included:</p> <ul style="list-style-type: none"> • Bus system can be difficult to understand and can be daunting • Public transport takes longer to access than car 	<p>It is necessary to ensure residents can access the key services and facilities that are needed in everyday life, such as GPs, hospitals, supermarkets and leisure opportunities. This is increasingly important for older people and more vulnerable groups, helping to reduce social isolation. It is important to recognise that different ages groups have differing needs, of transport.</p> <p>More elderly adults face mobility issues, and therefore rely on more specialised transport services such as community shuttles to maintain their independence.</p> <p>Therefore, it is essential that well connected, accessible bus routes are provided around Cheshire East to better serve those</p>
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		<ul style="list-style-type: none"> • Some roads aren't suitable for bikes • Affordability is important, transport can be expensive for young people • Reliability impacts whether people choose to use public transport • Safety also important <p>Other feedback from the questionnaire:</p> <ul style="list-style-type: none"> • Lack of public transport options disproportionately impacts young people and older people • Improve accessibility for more vulnerable members of the community i.e. the elderly, children and people with visible and invisible disabilities. • Remember not everyone uses new technology - especially older people - who tend to use the bus more. • Emphasis on accessible to all. Changes that 	<p>with mobility difficulties.</p> <p>All feedback to be considered as part of drafting the LTP strategy and investment plan.</p>
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		<p>encompass equal facilities for disabled, elderly and vulnerable residents. More choice for elderly and disabled residents. Needs to be a lot more accessible to disabled people, disabled access to railway stations. The older generation proportion in Cheshire East is growing and need some priority focus / consider the elderly who still want to stay independent after they give up driving. More emphasis on isolated groups who cannot access areas by improving accessibility using new technology, funding and education.</p> <ul style="list-style-type: none"> • Consider half-price tickets for people aged over 60. • Should not have to pay for 5-year-olds (bus). • Ensure transport around schools is 	
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		<p>safe and well planned.</p> <ul style="list-style-type: none"> • Focus on establishing healthy travel habits early. Schools are too busy teaching to do this kind of non-teaching work which should be simpler and be supported by CEC officers who are more experienced in this field. The big leap in cycling has been largely due to the take up of e-bikes by older people. This deserves a particular focus, which should include some strategies to counter anti-social use of illegal electric motorbikes and scooters. • Isolation can have a negative effect on residents' mental health, especially in the context of our aging population. • The elderly, in the majority of cases, are not users of a 	
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		<p>computer or smart phone.</p> <ul style="list-style-type: none"> • Elderly people find Go Too too difficult to book and limited in terms of connections. • Transport impacts the ability to attract talent/graduates to work in Cheshire East. 	
Disability	<p>According to the National Travel Survey there is little difference between the number of trips taken by bus for those with and without mobility difficulties. However, the number of trips by rail, car, cycle, and walking are significantly lower for those with a mobility difficulty compared to those without.⁷</p> <p>According to the 2021 Census Cheshire East has a lower proportion of residents who have a registered disability compared to the North West, however it is similar to the national average of 17.3%.</p>	<p>Consultation feedback:</p> <ul style="list-style-type: none"> • Regarding disability, (question wording: Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? – those who stated yes, a little or yes, a lot): Severe weather increasingly challenges network resilience – seen as more of a challenge, 78% of those with a disability / health problem agreed it is a challenge 	<p>It is essential that well connected, accessible bus routes, active travel routes, rail stations and services are provided around Cheshire East to better serve those.</p> <p>There is a need for a cohesive, accessible public transport network for all in the borough – including those with disabilities whom suffer a higher risk of social isolation and poor standards of living</p>

⁷ [National Travel Survey: 2021 - GOV.UK](https://gov.uk/national-travel-survey-2021)

		<p>compared to 70% of all respondents.</p> <p>Space4Autism feedback included:</p> <ul style="list-style-type: none"> • Some struggle to access their organised groups when they're in the evening. • Many autistic people struggle with the sensory aspect of public transport. These could be more visual. • Being able to read/understand a bus timetable can be stressful and put people off using the bus. • Investigate designated quiet areas. • Training for young people to build their confidence to use public transport. • Carers passes for public transport or a discounted rate. • Streets need to be well lit for safety. <p>Other feedback from the questionnaire:</p> <ul style="list-style-type: none"> • Drivers often park on pavements 	<p>with mobility difficulties.</p> <p>All feedback to be considered as part of drafting the LTP strategy and investment plan.</p>
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		<p>which blocks safe access.</p> <ul style="list-style-type: none"> • Lack of dropped kerbs. • Accessibility for disabled people is not always there. • Lack of accessible transport especially for those using electronic wheelchairs / mobility scooters. • In Congleton there are no wheelchair accessible taxis that take powered wheelchairs (consider accessible taxis). • Improve accessibility for more vulnerable members of the community i.e. the elderly, children and people with visible and invisible disabilities. • Wheelchair accessibility is lacking everywhere in east Cheshire, look at how cars park on the pavement / replace steps with ramps. Also 	
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		<p>consider those that use mobility scooters, recumbent bikes and adaptive cycles in active travel plans.</p> <ul style="list-style-type: none"> • Emphasis on accessible to all. Changes that encompass equal facilities for disabled, elderly and vulnerable residents. More choice for elderly and disabled residents. Needs to be a lot more accessible to disabled people, disabled access to railway stations. The older generation proportion in Cheshire East is growing and need some priority focus / consider the elderly who still want to stay independent after they give up driving. More emphasis on isolated groups who cannot access areas by improving accessibility using new technology, 	
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		<p>funding and education.</p> <ul style="list-style-type: none"> • Free bus travel for carers. • There is a lack of understanding of the challenges faced by disabled people, must consult with more disabled people to develop an inclusive plan for all. • Transport for those with disabilities - flexi transport is limited to a few hours during the day and there is no weekend service. Taxis are also an issue for disabled people with many firms not offering journeys for those in wheelchairs, or the wheelchair taxis being of limited availability or booked up many weeks in advance. 	
Gender reassignment	No information reviewed at present	No unique feedback for this group as part of the consultation in Spring 2025.	<i>Impact of the forthcoming LTP and investment plan not understood at this stage (work in progress). However, this will</i>

			<i>be a forward thinking document that aims to positively impact all users of transport in Cheshire East).</i>
Pregnancy and maternity	No information reviewed at present	<p>No unique feedback for this group as part of the consultation in Spring 2025.</p> <p>Facilities for those walking need to consider those with prams.</p> <p>Potholes can be an issue. If bikes are allowed on buses in future, consider the impact this may have on space for prams.</p>	<p><i>Impact of the forthcoming LTP and investment plan not understood at this stage (work in progress). However, this will be a forward thinking document that aims to positively impact all users of transport in Cheshire East).</i></p>
Race/ethnicity	<p>Taken from the 2021 Census Cheshire East's households speaking English as their first language is between 90 and 99.6%. The areas with a lower percentage are in and around Crewe, with around 60.9% to 90%.</p> <p>According to the 2021 Census Cheshire East's population is 96.7% white, this is a larger proportion compared to the North West and England, being 6.5% higher than the North West and 10.7% higher than England. The percentage of all other ethnic groups is lower than the national average, the most significant</p>	<p>No unique feedback for this group as part of the consultation in Spring 2025.</p>	<p>It is important transport information is provided in alternative languages, as appropriate, to promote inclusivity.</p> <p><i>Impact of the forthcoming LTP and investment plan not understood at this stage (work in progress). However, this will be a forward thinking document that aims to positively</i></p>

	difference is the 6% lower percentage population of Asian/Asian British people in Cheshire East compared to the national average.		<i>impact all users of transport in Cheshire East).</i>
Religion or belief	No information reviewed at present	No unique feedback for this group as part of the consultation in Spring 2025.	<i>Impact of the forthcoming LTP and investment plan not understood at this stage (work in progress). However, this will be a forward thinking document that aims to positively impact all users of transport in Cheshire East).</i>
Sex	<p>UK Opinions and Lifestyle Survey⁸, undertaken in 2021, shows that one in two women and one in seven men felt unsafe walking alone after dark in a quiet street near their home, with two out of three women aged 16 to 34 years having experienced one form of harassment in the previous 12 months.</p> <p>The experiences of women and girls in a transport report⁹ produced in March 2022 found that 85% of participants thought about safety when planning a journey which</p>	No unique feedback for this group as part of the consultation in Spring 2025.	<p>Cheshire East need to improve the perception of safety on public transport through inclusive design. This would encourage more women and girls to access the public transport network for example.</p> <p>Factors such as visible staff and lighting were suggested in The experiences of women and girls in a transport</p>

⁸ [UK Opinions and Lifestyle Survey](#)

⁹ [Experiences of women and girls on transport](#)

	<p>influenced routes, times travelled and avoiding certain modes.</p> <p>Furthermore, those that felt very safe across several modes was between 15-30%, much lower than those using a car (59%).</p>		<p>Report produced in March 2022¹⁰ as elements that would improve safety, however the research has emphasised that it is often others behaviour that was the issue.</p> <p><i>Impact of the forthcoming LTP and investment plan not understood at this stage (work in progress). However, this will be a forward thinking document that aims to positively impact all users of transport in Cheshire East).</i></p>
Sexual orientation	No information reviewed at present	No unique feedback for this group as part of the consultation in Spring 2025.	<p><i>Impact of the forthcoming LTP and investment plan not understood at this stage (work in progress). However, this will be a forward thinking document that aims to positively impact all users of transport in Cheshire East).</i></p>

¹⁰ [Experiences of women and girls on transport - Transport Focus](#)

Marriage and civil partnership	No information reviewed at present	No unique feedback for this group as part of the consultation in Spring 2025.	<i>Impact of the forthcoming LTP and investment plan not understood at this stage (work in progress). However, this will be a forward thinking document that aims to positively impact all users of transport in Cheshire East).</i>
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Section 5 - Review of information, consultation feedback and equality analysis

Mitigation	What can you do to mitigate any negative impacts or further enhance positive impacts?
<i>Please summarise the impacts listed in section 4 and what will be done to mitigate these impacts</i>	<p>Impacts of the proposed LTP strategy and investment framework are anticipated to be positive for all. Feedback in relation to the protected characteristics are outlined in Section 3 and 4. Specific feedback was mostly observations in relation to age and disability, and how lack of public transport (mostly bus) impacts access to services. There were suggestions of improvements that could support these groups. This is being considered during the process of development of these documents.</p> <p>Another consultation will be undertaken in Autumn 2025 on the draft LTP strategy and investment framework which are in development at time of writing.</p> <p>The recent consultation has helped to understand the potential impact of the LTP on residents including the protected groups and help to identify any mitigation / actions in relation to the protected characteristics that will feed into the LTP strategy and investment framework.</p>


Section 6 – Monitoring and review

Details of monitoring activities	The LTP will be subject to KPIs, monitoring and review. This monitoring will consider whether any negative impacts mitigation has been successful.
Date and responsible officer for the review of the EIA	This EIA will be reviewed and updated once consultation on the draft strategy and investment framework is completed in Autumn 2025. The updated EIA will be submitted to Highways and Transport Committee alongside the final LTP for approval.

Section 7 – Sign off

When you have completed your draft EIA, it should be sent to the [Equality, Diversity and Inclusion Mailbox](#) for review.

If your EIA is approved, it must then be signed off by a senior manager within your Department (Head of Service or above).

Name	Richard Hibbert
Date	21/08/2025
Signature	

Once the EIA has been signed off, please forward a copy to the [Equality, Diversity and Inclusion mailbox](#) for it to be published on the website.

For Transparency, we are committed to publishing all Equality Impact Assessments relating to public engagement.

Help and support - For support and advice please contact the [Equality, Diversity and Inclusion mailbox](#)