

CHESHIRE EAST COUNCIL – EQUALITY IMPACT ASSESSMENT FORM

EQUALITY IMPACT ASSESSMENT

TITLE: Local Cycling and Walking Infrastructure Plans

VERSION CONTROL

Date	Version	Author	Description of Changes
08/01/2021	0.1	Clair Visco	First Draft
05/02/2021	0.2	Clair Visco	Amended draft following comments

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CHESHIRE EAST COUNCIL – EQUALITY IMPACT ASSESSMENT

Stage 1 Description: Fact finding (about your policy / service /

Department	Place		Lead officer responsible for assessment		Clair Visco	
Service	Strategic Infrastructure		Other members of team undertaking assessment		John Davies	
Date	05/02/2021		Version 0.2			
Type of document (mark as appropriate)	Strategic	Project	Function	Policy	Procedure	Service
Is this a new/ existing/ revision of an existing document (please mark as appropriate)	New		Existing		Revision	
Title and subject of the impact assessment (include a brief description of the aims, outcomes, operational issues as appropriate and how it fits in with the wider aims of the organisation) Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service	<p>Local Cycling and Walking Infrastructure Plans</p> <p>Background The Council has clear ambitions for delivering sustainable and inclusive economic growth and environmental improvement. A key element of achieving these ambitions is delivering investment in transport infrastructure that supports cycling and walking. A step change in levels of walking and cycling across Cheshire East will benefit the environment, health and wellbeing, the local economy and communities. Cheshire East Council has committed to delivering local action to tackle the climate change emergency and walking and cycling will play a crucial part in this.</p> <p>Local Authorities (LAs) have been encouraged by the Department for Transport (DfT) to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) to provide a strategic approach to identify walking and cycling improvements which are required at a local level. LCWIPs are intended to identify the infrastructure required to increase the number of people cycling and walking for journeys to employment, education and for other everyday purposes.</p>					

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	<p>The DfT has provided technical support to development the LCWIPs and has stated that 'whilst the preparation of LCWIPs is non-mandatory, local authorities who have plans will be well placed to make the case for future investment'. Following the Comprehensive Spending Review in November 2020, this continues to be the approach, with a strong indication that LAs with completed LCWIPs are more likely to receive DfT funding for 2021/22 onwards.</p> <p>The plans have identified a sequenced programme of potential routes and infrastructure improvements for future investment. Proposed schemes will be subject to public consultation and design / planning work to assess feasibility and costs before schemes are taken forward.</p> <p>Funding to deliver schemes would be drawn from Council budgets such as the Local Transport Plan Integrated Block and external sources such as active travel grant funding from the Department for Transport or developer contributions. A degree of flexibility will be needed to take advantage of funding opportunities as they arise.</p> <p>LCWIPs have been developed for Crewe, Congleton, Macclesfield and Wilmslow, setting out ambitious plans to deliver high quality walking and cycling networks, with schemes consistent with LTN 01/20, including segregated cycling infrastructure where possible. The Local Transport Delivery Plans process is identifying similar high quality walking and cycling infrastructure that is required in other areas of Cheshire East.</p> <p>At this stage, no schemes will be planned or delivered as part of the current work programme. The LCWIPs identify projects/schemes with work required to plan, design and deliver investment. As such, EIAs will be needed for the planning and delivery of projects/schemes when funding is secured for development and construction.</p>	
<p>Who are the main stakeholders and have they been engaged with? (e.g. general public, employees, Councillors, partners, specific audiences, residents)</p>	<p>Main stakeholder groups include:</p> <ul style="list-style-type: none"> ○ General public (including residents and visitors to the Borough); ○ Cheshire East Council stakeholders; ○ Local Town Councils; ○ Active Travel community groups; ○ Sustrans ○ Schools and education establishments. 	
<p>Consultation/ involvement carried out.</p>	<p>YES</p>	<p>NO</p>

<p>What consultation method(s) did you use?</p>	<p>Engagement to date has included the public consultation of the Local Transport Plan in May and June 2018. Representatives from local walking and cycling user groups in Congleton, Macclesfield and Wilmslow were invited to attend their local LTP consultation drop-in sessions to specifically help inform development of the LCWIPs covering those areas.</p> <p>The Council's Equality, Diversity and Inclusion Officer was involved in the early stages of the LCWIP development.</p> <p>A workshop was held with local user groups in April 2020 to inform development of the Crewe LCWIP.</p> <p>Workshops were held in January 2021 with representatives from local community user groups (including Active Travel Crewe, Active Travel Congleton, Macctastic, Cycle Wilmslow) to gain feedback on the proposed LCWIP to inform the final documents.</p> <p>Proposals from the LCWIPs have been discussed with Town Councils as part of wider transport discussions.</p> <p>Regular dialogue with Sustrans has shared the development of the LCWIPs, allowing their knowledge and feedback to be included.</p>
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Stage 2 Initial Screening

<p>Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above)</p>	<p>Residents, local businesses/employers, people who live or work in the borough, education and training providers and anyone with a travel need in Cheshire East may be impacted by the projects which are eventually delivered through the LCWIPs. The LCWIPs have identified a high quality network of walking and cycling improvements that, subject to funding, could be delivered.</p> <p>National research has shown that a higher proportion of men than women cycle in the UK and it is anticipated that high quality and safer infrastructure would help to address this imbalance.</p> <p>People with disabilities such as sight loss and physical mobility impairments can be negatively affected by some highways and transport schemes.</p>
<p>Who is intended to benefit and how</p>	<p>Residents should benefit from the schemes that will be delivered, with access to a high quality walking and cycling network. This will help to improve levels of physical activity, with benefits to physical and mental health.</p>

Could there be a different impact or outcome for some groups?	There is a potential for there to be a different impact for people with disabilities or older residents.							
Does it include making decisions based on individual characteristics, needs or circumstances?	All the decisions will be based on assessment of all characteristics. Should there be a negative impact this will be looked at and mitigation put in place as individual schemes are brought forward for further design, development and implementation.							
Are relations between different groups or communities likely to be affected? (eg will it favour one particular group or deny opportunities for others?)	There should be no effect on relations between different groups or communities.							
Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?	<p>In the past walking and cycling infrastructure has inadvertently restricted access to some routes for people with wheelchairs and non-standard cycles due to physical barriers intended to restrict access to motorised vehicles. Best practice has been developed that shows how these unintended impacts can be avoided, including guidance from the Department for Transport in Local Transport Note 01/20 that has been used in developing the LCWIPs.</p> <p>People with disabilities such as sight loss and physical mobility impairments can be negatively affected by some highways and transport schemes. Appropriate mitigation measures will be put in place when individual schemes are brought forward for further design, development and implementation. As part of scheme development appropriate design guidance (e.g. national Local Transport Notes and RNIB) should be followed alongside early and proactive engagement with these groups to understand their needs and requirements.</p>							
Is there an actual or potential negative impact on these specific characteristics? (Please tick)								
Age	Y	N	Marriage & civil partnership	Y	N	Religion & belief	Y	N
Disability	Y	N	Pregnancy & maternity	Y	N	Sex	Y	N

Gender reassignment	Y	N	Race	Y	N	Sexual orientation	Y	N
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Stage 3 Evidence

What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts		Level of Risk (High, Medium or Low)
Age	<p>Different age groups have differing travel needs. Younger people need safe routes to school and education and would benefit from streets that are safer in general sense. Young adults rely on public transport and active travel to access education, employment and services – this programme aims to give people who can walk and cycle the ability to do this by providing safer routes.</p> <p>Older people may have specific mobility needs and may find it difficult to safely access lower quality walking and cycling infrastructure. The delivery of schemes identified in the LCWIPs aim to address this imbalance.</p>	Medium
Disability	<p>People with disabilities such as sight loss and physical mobility impairments can be negatively affected from some highways and transport schemes. Developing an EIA and consulting with disabled people in an accessible way is recommended by the RNIB.</p> <p>People with sight loss can sometimes find it difficult to navigate areas which do not have tactile paving or kerbs. This group of people can have issues when navigating through spaces in which cyclists are moving as limited sound is emitted. Scheme designers will use guidance from the RNIB in designing the schemes to avoid these conflicts.</p> <p>People with mobility impairments can find level differences challenging to navigate. Scheme designers will use national highway design guidance / standards to avoid level differences and obstacles that would restrict access, including the Department for Transport guidance document LTN 01/20.</p>	High
Sex	<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. The schemes being designed aim to give higher quality cycle routes that may contribute to addressing this gender equality.</p>	Medium

Stage 4 Mitigation

Protected characteristics	Mitigating action <i>Once you have assessed the impact of a policy/service, it is important to identify options and alternatives to reduce or eliminate any negative impact. Options considered could be adapting the policy or service, changing the way in which it is implemented or introducing balancing measures to reduce any negative impact. When considering each option you should think about how it will reduce any negative impact, how it might impact on other groups and how it might impact on relationships between groups and overall issues around community cohesion. You should clearly demonstrate how you have considered various options and the impact of these. You must have a detailed rationale behind decisions and a justification for those alternatives that have not been accepted.</i>	How will this be monitored?	Officer responsible	Target date
Age	Engaging with the teams delivering the Sustainable Travel to Schools Strategy (SMOTS) and Available Walking Routes to Schools workstreams to ensure schemes close to schools are appropriate. Also engaging with Transport Service Solutions to ensure schemes do not negatively impact on passenger transport access to schools.	Monthly STEPS Programme Board	Clair Visco / John Davies	Ongoing for delivery of schemes identified in LCWIPs.
Disability	Using RNIB and other DfT design guidance to design schemes. Engaging with RNIB and other umbrella groups on scheme design and trials to understand any potential impacts and to mitigate these.			
Sex	Schemes are being designed in accordance with the DfT's Local Transport Note 01/20 to give high quality routes that can help address the gender imbalance for cycling.			

5. Review and Conclusion

Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed

Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date
EIAs to be developed for LCWIP schemes when funding is confirmed for development and delivery	Via monthly STEPS Board	Clair Visco/John Davies	ongoing
Please provide details and link to full action plan for actions			
When will this assessment be reviewed?			
Are there any additional assessments that need to be undertaken in relation to this assessment?	No		
Lead officer sign off	Clair Visco	Date	05/02/2021
Head of service sign off	Richard Hibbert	Date	

Please publish this completed EIA form on the relevant section of the Cheshire East website

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