

**CHESHIRE EAST COUNCIL – EXAMPLE EQUALITY IMPACT ASSESSMENT FORM**

# EQUALITY IMPACT ASSESSMENT

**TITLE: Local Transport Delivery Plans**

## VERSION CONTROL

<b>Date</b>	<b>Version</b>	<b>Author</b>	<b>Description of Changes</b>
<b>26/01/2022</b>	<b>0.1</b>	<b>Lucia Southworth</b>	<b>Draft</b>
<b>10/02/2022</b>	<b>0.2</b>	<b>John Davies</b>	<b>Comments addressed</b>
<b>11/02/2022</b>	<b>0.3</b>	<b>John Davies</b>	<b>Comments addressed</b>

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## **CHESHIRE EAST COUNCIL –EQUALITY IMPACT ASSESSMENT**

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

<b>Department</b>	Place		<b>Lead officer responsible for assessment</b>		John Davies	
<b>Service</b>	<b>Strategic Infrastructure</b>		<b>Other members of team undertaking assessment</b>		<i>Lucia Southworth</i>	
<b>Date</b>	26/01/2022		<b>Version 0.01</b>			
<b>Type of document (mark as appropriate)</b>	<b>Strategy</b>	<b>Project</b>	<b>Function</b>	<b>Policy</b>	<b>Procedure</b>	<b>Service</b>
<b>Is this a new/ existing/ revision of an existing document (please mark as appropriate)</b>	<b>New</b>		<b>Existing</b>		<b>Revision</b>	
<b>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)</b>  <b>Please attach a copy of the strategy/ plan/</b>	<p><b>Local Transport Delivery Plans</b> <b>Background to the Local Transport Plan (LTP)</b></p> <p>The Council adopted a new Local Transport Plan (LTP) in October 2019. The LTP strategy considers all forms of transport over the period of 2019-2024 and outlines the role transport will play in supporting the long-term goals of Cheshire East. The LTP strategy includes a comprehensive set of actions to address strategic transport challenges for Cheshire East including:</p> <ul style="list-style-type: none"> <li>• Protecting and improving our environment</li> <li>• Supporting growth and economic strength through connectivity</li> <li>• Ensuring accessibility to services</li> <li>• Promoting health, wellbeing and physical activity</li> <li>• Maintaining and managing our network assets; and</li> </ul>					

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<p><b>function/ policy/ procedure/ service</b></p>	<ul style="list-style-type: none"> <li>• Improving organisational efficiency and effectiveness</li> </ul> <p>Following on from the production of the LTP, Local Transport Delivery Plans have been developed for the two principal towns (Crewe and Macclesfield) and nine Key Service Centres (Alsager, Congleton, Handforth, Middlewich, Nantwich, Knutsford, Poynton, Sandbach, Wilmslow). This also includes surrounding areas to ensure all parts of the borough are included in at least one Delivery Plan.</p> <p>The Delivery Plans are intended to be enabling documents so the Council can coordinate investment over the coming years and seek additional funds from external sources. The Delivery Plans set out the following:</p> <ul style="list-style-type: none"> <li>• The key evidence used to identify specific issues and objectives for individual areas of the borough.</li> <li>• Schemes across all modes of transport that contribute to meeting place-based objectives.</li> <li>• The assessment of schemes to understand their effectiveness and deliverability.</li> <li>• Recommended timescales over which schemes could be delivered, subject to sourcing the required funding and conducting further development work to understand feasibility.</li> <li>• Recommended packages of schemes for each mode of transport.</li> </ul> <p>The plans were consulted on until March 2021, and this document sets out how the Council conducted effective and wide-ranging engagement with stakeholders to inform the schemes that are delivered. Following the consultation and engagement process the responses were analysed by Cheshire East Council and new objectives and scheme proposals were identified and collated. The demographic make-up of the respondents, the reactions to the plans and the themes of the suggestions made have also been further analysed for the next phase of the Local Transport Delivery Plans delivery. The responses have been included in the long list of schemes and assessed as part of considerations as to which schemes are carried forward for development.</p>
<p><b>Who are the main stakeholders, and have they been engaged with? (e.g., general public, employees, Councillors, partners,</b></p>	<p>A public consultation on a range of scheme options for improving local transport networks in each area of the borough took place between the 23rd November 2020 and 31st March 2021. This consultation set out the Council's understanding of objectives for improving local areas, issues, and options to improve the transport network. The consultation used an interactive mapping system to present information in a user-friendly format. Materials were made available to stakeholders in alternative formats, where requested, including printed materials posted to stakeholders.</p>

<p><b>specific audiences, residents)</b></p>	<p>The identified main stakeholders are as follows:</p> <ul style="list-style-type: none"> <li>• The general public (including residents and visitors to the Borough)</li> <li>• Cheshire East Council stakeholders</li> <li>• Public transport operators</li> <li>• Local businesses/organisations</li> <li>• Schools and education establishments</li> <li>• Neighbouring local authorities</li> <li>• Governmental bodies (e.g., Local Enterprise Partnership)</li> <li>• Statutory transport bodies (e.g., Department for Transport and Transport for the North)</li> <li>• Partner organisations</li> <li>• Town and Parish Councils</li> <li>• Transport interest groups</li> <li>• Environmental groups</li> <li>• MPs</li> <li>• Emergency services</li> </ul> <p>To enable all interested stakeholders to view materials and comment given the pandemic restrictions, the consultation period was extended by two months from the end of January to the end of March 2021. As a result of the pandemic the consultation was predominately online however stakeholders could request printed copies of material relevant to their area/s of the borough by calling the Customer Contact Centre or emailing in.</p> <p>In total, 1,041 responses were received, including 881 online survey responses, 31 paper survey responses, and 129 email responses. Consultation respondents included many town and parish councils who submitted detailed feedback, members of the public, community groups, and MPs. Consultation feedback has been analysed and reviewed to inform the final Local Transport Delivery Plans. Further to this, targeted engagement has been conducted during January / February 2022 with Town Councils on Local Transport Delivery Plans presented in this report and accompanying appendices.</p>	
<p><b>Consultation/ involvement carried out</b></p>	<p><b>YES</b></p>	<p><b>NO</b></p>
<p><b>What consultation method(s) did you use?</b></p>	<p>Given the social distancing requirements in place at the time of the consultation, in person engagement activities were not undertaken. The following methodology was utilised to engage effectively and widely with stakeholders:</p>	

	<ul style="list-style-type: none"> <li>• <b>Digital:</b> The project mapper online engagement tool (<a href="https://cheshireeast.maps.arcgis.com/apps/MapSeries/index.html?appid=48d6af7045d2495c81a1850a2c8a72c1">https://cheshireeast.maps.arcgis.com/apps/MapSeries/index.html?appid=48d6af7045d2495c81a1850a2c8a72c1</a>) was utilised to provide a user-friendly method of viewing information on schemes proposed, including summary and detailed information on the proposed schemes. This was used for the initial engagement to gather public opinion and also to measure effectiveness of the interventions as part of delivery of the scheme. The project mapper tool adheres to A++ standards for accessibility in terms of making information legible. To ensure information was accessible for all, there was also an option to issue paper questionnaires for completion (that are then transcribed into the online tool) should this be the preferred approach requested by stakeholders.</li> <li>• <b>Paper based:</b> Hosting printed materials on the schemes and survey questionnaires in libraries across the borough was considered however due to the lockdown at the time it was unfeasible as libraries were closed. Stakeholders were however be able to request printed copies of the materials and survey by calling the CEC customer contact centre or emailing the <a href="mailto:COVIDRecoveryHighways@cheshireeast.gov.uk">COVIDRecoveryHighways@cheshireeast.gov.uk</a> address. The Council also made information available in appropriate alternative formats as required.</li> <li>• <b>Correspondence:</b> Emails / letters to the Council were tracked and analysed alongside feedback from the channels identified above. The Council also responded to correspondence in accordance with its published standards.</li> </ul> <p>The consultation aimed to engage as wide as possible cross section of people, reaching out to umbrella organisations and using the Council’s Connected Communities teams across the Borough to highlight the consultation. Further targeted engagement should be conducted as part of individual schemes as they come forward to engage these groups in the vicinity of schemes.</p>
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**Stage 2 Initial Screening**

<p><b>Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above)</b></p>	<p>All residents of Cheshire East may be impacted by the projects which are eventually delivered as part of the Local Transport Delivery Plans. The LTDPs provide a framework to guide a range of schemes and investment for the future.</p> <p>Critical to the success of the Delivery Plans is ensuring integration with other investment programmes to support delivery of the Council’s Corporate Plan 2021-2025. The report contributes to the following priority outcomes identified in the Corporate Plan:</p>
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	<p>OPEN – the plan development has included public consultation and stakeholder engagement to ensure the plans reflect the views of the community, as well as explaining the methodology to ensure that the plan development is open and transparent.</p> <p>GREEN – through proposals that would improve sustainable travel across the Borough, the Council will further encourage the uptake of walking, cycling, public transport and electric vehicles. This will positively contribute both to our response to the climate emergency and also to reducing the incidence of air quality problems, especially in urban areas.</p> <p>FAIR – the proposals are intended to create improved accessibility to schools, employment, key services and leisure opportunities. The plans are considering how accessibility can be improved in both urban and rural areas across the Borough.</p> <p>As such future work will be conducted to implement schemes and investment programmes, EqIAs should be conducted on a scheme-by-scheme basis as they come forward.</p>
<p><b>Who is intended to benefit and how?</b></p>	<p>The LTDPs have been developed in line with the LTP, which has been structured to support the corporate outcomes of Cheshire East Council and therefore all residents should benefit from the LTP in line with the Council’s Corporate Strategy.</p> <p>Residents should benefit from these schemes through the improved transport facilities set out within the LTDPs. The LTDPs include a number of key investment themes which are outlined below alongside their impact on protected characteristics in order to identify who is intended to benefit from the strategy.</p> <p>The consultation process in 2020/21 provided an opportunity for residents and stakeholders to respond and fully engage with the Council, which has influenced changes made to the LTDPs. As a result of the consultation feedback a number of new scheme options have been added to the plans as requested by stakeholders.</p> <p>The investment themes include:</p> <p>Active Travel</p> <ul style="list-style-type: none"> <li>• Investment in walking and cycling infrastructure schemes will enable people to travel actively and create opportunities for residents to improve their health, wellbeing and save money on alternative modes. It will benefit all groups in the area through improving air quality.</li> </ul>

	<p>Public Transport</p> <ul style="list-style-type: none"> <li>Investment in public transport will improve the reliability and ease of journeys for people who are reliant on public transport. It will also enable those who currently choose not to use it to start using public transport, consequently, reducing traffic in the borough and contributing health and climate goals.</li> </ul> <p>Parking</p> <ul style="list-style-type: none"> <li>Investment in better parking facilities and management will improve ease of access to key services for residents in the borough.</li> </ul> <p>Highways</p> <ul style="list-style-type: none"> <li>Investment in highways will improve the network for all users by improving journey quality, journey time and reducing congestion.</li> </ul> <p>It is to be noted that further EqlAs would need to be developed for specific projects and investment programmes as they come forward to ensure that no groups/protected characteristics are negatively affected.</p>
<p><b>Could there be a different impact or outcome for some groups?</b></p>	<p>There is potential for varying impacts on some groups for projects that may be delivered as part of the LTDPs, however, as part of the consultation no negative impacts on people with protected characteristics were identified from the feedback given the high level nature of the schemes at this stage. Further EqlAs would need to be developed for specific projects and investment programmes to enable positive outcomes and avoid/mitigate negative impacts.</p>
<p><b>Does it include making decisions based on individual characteristics, needs or circumstances?</b></p>	<p>All the decisions will be based on assessment of all characteristics. Should there be a negative impact this will be looked at and mitigation measures put in place through scheme designs.</p>
<p><b>Are relations between different groups or communities likely to be affected? (e.g., will it favour one particular group or deny opportunities for others?)</b></p>	<p>There should be no effect on relations between different groups or communities. The LTDPs aim to support the Council's corporate outcomes and set out fair and equitable investment in the transport network.</p>

<b>Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?</b>	<p>The LTDPs have been developed for each principal town (Crewe and Macclesfield) and key service centres (Handforth, Wilmslow, Congleton, Knutsford, Poynton and Disley, Alsager, Middlewich, Nantwich, Sandbach). Importantly the LTDPs also cover the surrounding areas of these towns so each area of the borough is contained within at least one plan. These plans cover the main transport priorities in each area and together they cover the whole of Cheshire East, including smaller rural areas, ensuring that all areas are considered and catered for.</p> <p>The consultation process for the LTDPs specifically sought views on these areas which encompass the surrounding rural areas to understand specific needs across the Borough. Through the consultation CEC also engaged with the Council's Equality Champions, specific community umbrella groups, schools and CEC's Connected Communities teams. As noted above, feedback from the consultation has resulted in numerous new scheme options being added to the Delivery Plans. At this stage however the scheme options are high level and lack detail. As part of future work there is therefore a need to engage groups to inform the details of schemes.</p>
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<b>Is there an actual or potential negative impact on these specific characteristics? (Please tick)</b>								
<b>Age</b>	Y	N	<b>Marriage &amp; civil partnership</b>	Y	N	<b>Religion &amp; belief</b>	Y	N
<b>Disability</b>	Y	N	<b>Pregnancy &amp; maternity</b>	Y	N	<b>Sex</b>	Y	N
<b>Gender reassignment</b>	Y	N	<b>Race</b>	Y	N	<b>Sexual orientation</b>	Y	N

**Stage 3 Evidence**

<b>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</b>	<b>Level of Risk (High, Medium or Low)</b>
As part of the consultation no negative impacts on people with protected characteristics were identified from the feedback given the high level nature of the schemes at this stage, however additional EqIAs will need to be developed as individual schemes listed in the LTDPs come forward for delivery to guard against unintended negative impacts.	Low



	<p>As described earlier in this EqlA the consultation engaged with the general public and specific groups, and provided an opportunity for all residents and stakeholders to respond. The consultation report can also be found on the CEC website which outlines the demographics of the respondents which are included below for information.</p> <p>Please find here: <a href="https://modern.gov.cheshireeast.gov.uk/ecminutes/documents/s87587/Appendix%201%20-%20LTDP%20Consultation%20Overview.pdf">https://modern.gov.cheshireeast.gov.uk/ecminutes/documents/s87587/Appendix%201%20-%20LTDP%20Consultation%20Overview.pdf</a></p>	
<p><b>Age</b></p>	<p>No particular negative impacts have been identified at this stage however, there may be positive or adverse impact on older and younger people who tend as groups to use public transport more than other age groups. Nationally the proportion of trips made by bus is highest amongst those aged between 17 and 20. Young people also face barriers to transport, include the availability and cost of public transport, particularly to further and higher education. Bus use is higher for those aged 60 and over than those in middle aged groups and this needs to be taken into account within the plans.</p> <p>Those aged under 34 represented only 10% of the respondents. However, officers engaged with the Youth Council as part of the consultation and work is ongoing to engage schools through the Sustainable Modes of Travel to School programme.</p>	<p><i>Low</i></p>
<p><b>Disability</b></p>	<p>No particular negative impacts have been identified at this stage, however positive or adverse impacts are possible depending on how the strategy is implemented but generally the strategy itself is intended to be positive. Key challenges faced by disabled people on the transport system include being able to access accurate and relevant travel information both before and during the journey, being able to access public transport interchanges, especially at night when these may be poorly lit, being able to access public transport vehicles and concerns regarding safety and comfort on the public transport network. This could be taken into account as part of the Bus Service Improvement Plan and future scheme options taken forward.</p> <p>13% said their day-to-day general activities were limited because of a health problem or disability, and 7% preferred not to say. This consultation question was asking about whether in general (not specifically linked to transport issues) people have a health problem or disability that in limits their day-to-day activities.</p>	<p><i>Low</i></p>
<p><b>Gender reassignment</b></p>	<p>No particular negative impacts have been identified at this stage however it is widely reported that gendered abuse and sexual harassment are particularly associated with public transport with concerns around personal safety when travelling and this needs to be taken into account as part of the Bus Service Improvement Plan and future scheme options taken forward.</p>	<p><i>Low</i></p>

<b>Marriage &amp; civil partnership</b>	No particular negative impacts have been identified at this stage.	<i>Low</i>
<b>Pregnancy &amp; maternity</b>	No particular negative impacts have been identified at this stage; however, a lack of adequate public transport provision can create barriers to accessing medical establishments providing essential maternity services and the LTDPs consider improvements to accessing these services.	<i>Low</i>
<b>Race</b>	No particular negative impacts have been identified at this stage however it is important to recognise that Bus Services are aimed at all potential users regardless of ethnicity. Consideration also needs to be given to how fears and risks of violence associated with public transport disproportionately affect people from ethnic minorities.  88% of respondents were 'white British / English / Welsh / Scottish / Northern Irish / Irish', <5% were any other White background and 8% preferred not to say.	<i>Low</i>
<b>Religion &amp; belief</b>	No particular negative impacts have been identified at this stage however, consideration needs to be given to how fears and risks of violence associated with public transport disproportionately affect people because of their religion or religious beliefs. This could be considered as part of the Bus Service Improvement Plan and future scheme options taken forward.  A majority of respondents were Christian (56%), with the second highest category 'None' (22%) and 17% preferred not to say. The consultation aimed to engage as wide as possible cross section of people, reaching out to umbrella organisations and using the Council's Connected Communities teams across the Borough to highlight the consultation. Further targeted engagement should be conducted as part of individual schemes as they come forward to engage these groups in the vicinity of schemes.	<i>Low</i>
<b>Sex</b>	No particular negative impacts have been identified at this stage however, it is widely recognised that women are very often constrained by several barriers that shape how they travel. Women are also more likely to travel by bus and less likely to travel by rail than men. Women are less likely to cycle than men, particularly without segregated cycling infrastructure in place. As part of active travel schemes developed in the future a focus should be delivering infrastructure that is segregated from motorised vehicles in line with Local Transport Note 01/20.  The consultation respondents were 54% Male and 39% Female, with 6% prefer not to say.	<i>Low</i>
<b>Sexual orientation</b>	No particular negative impacts have been identified at this stage however, it is crucial to consider how fears and risks of violence associated with public transport proportionately affects people from the LGBT community. The Council's Bus Service Improvement Plan and annual capital investment programme for improving bus stop facilities should consider opportunities to these address issues.	<i>Low</i>

### 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
All	Further EqIAs will need to be developed for specific projects identified within the LTDPs and investment programmes as they come forward to ensure that no groups/protected characteristics are negatively affected.	Through various project boards and standard governance of the LTDP investment programme.	The officer will be determined by type of scheme and investment.	During any subsequent scheme design / consultation.

### 5. Review and Conclusion

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

The plans will be delivered on a scheme-by-scheme basis therefore any impacts, changes, improvements and gaps in evidence or data will need to be identified in scheme specific EqIAs. No specific negative impacts have been identified at this stage.

Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date

Document to be reviewed and updated throughout project progression.	Through various project boards and standard governance of the LTDP and LTP investment programme.	The officer will be determined by type of scheme and investment.	During any subsequent scheme design / consultation.
<b>Please provide details and link to full action plan for actions</b>	Please see the following webpage for more details on how the project will be progressed is accessible by CEC's consultation page: <a href="https://www.cheshireeast.gov.uk/council_and_democracy/council_information/consultations/local-transport-and-car-parking-engagement-2020.aspx#:~:text=Local%20transport%20and%20car%20parking%20engagement%20Cheshire%20East,balanced%20against%20the%20vitality%20plans%20of%20town%20centres">https://www.cheshireeast.gov.uk/council_and_democracy/council_information/consultations/local-transport-and-car-parking-engagement-2020.aspx#:~:text=Local%20transport%20and%20car%20parking%20engagement%20Cheshire%20East,balanced%20against%20the%20vitality%20plans%20of%20town%20centres</a>		
<b>When will this assessment be reviewed?</b>	During any subsequent scheme design / consultation.		
<b>Are there any additional assessments that need to be undertaken in relation to this assessment?</b>	No		
<b>Lead officer sign off</b>	John Davies	<b>Date</b>	10/02/2022
<b>Head of service sign off</b>	Richard Hibbert	<b>Date</b>	11/02/2022

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