

## 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:

- |                                   |                      |
|-----------------------------------|----------------------|
| • 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

<b>Proposal Title</b>	Active Travel Strategy and Local Cycling and Walking Infrastructure Plans
<b>Date of Assessment</b>	08.04.25
<b>Assessment Lead Officer Name and other officers involved</b>	Hannah Webster / Laura Prendeville
<b>Directorate/ Service</b>	Place/ Highways and Transport
<b>Details of the service, service change, decommissioning of the service, strategy, function or procedure.</b>	<p>Central Government has an objective for 50% of all local journeys in towns and cities to be walked, wheeled or cycled by 2030. To support this, Active Travel England (the commissioning body and inspectorate for active travel) have rated each Local Authority on their performance and capability to make schemes that will support this objective, with a focus on three areas - local leadership, plans and delivery record. Funding allocations are based upon these capability levels.</p> <p>In recent months, an Active Travel Strategy for Cheshire East has been drafted to share our vision and actions. This document will replace the existing Cycling Strategy 2017. Alongside this, a suite of Local Cycling and Walking Infrastructure Plans (LCWIPs) have been developed, setting out an evidence-based prioritised network of walking and cycling routes, following LCWIP guidance set out by the Department for Transport. LCWIPs are already in place for</p>

	<p>the towns of Crewe, Congleton, Macclesfield and Wilmslow. The towns outlined in this set of LCWIPs are:</p> <ul style="list-style-type: none"> <li>• Alsager</li> <li>• Handforth</li> <li>• Knutsford</li> <li>• Nantwich</li> <li>• Middlewich</li> <li>• Poynton</li> <li>• Sandbach</li> </ul> <p>Once these LCWIPs have been adopted, this would mean all service centres and principal towns in Cheshire East have an LCWIP. Following consultation, it is envisaged amendments will be made where appropriate and documents will follow the approval process for adoption.</p> <p>Future funding will be sought to progress and deliver the walking and cycling networks set out within the LCWIPs.</p> <p>Cheshire East is currently rated as Level 1, defined as a local authority with some local leadership and support with developing plans and isolated interventions. To support an ambition to increase this level, we must actively develop plans and deliver infrastructure that supports this.</p> <p>A consultation is proposed in 2025 to seek the views of stakeholders and residents on both the draft Active Travel Strategy and LCWIPs.</p> <p>The consultation will assess the extent to which stakeholders and the public agree or disagree with the draft vision and themes in the Active Travel Strategy and the extent to which there is agreement or disagreement with the LCWIP prioritised routes.</p>
<b>Who is impacted?</b>	<p>All residents of Cheshire East could be impacted by the Active Travel Strategy.</p> <p>We don't know exactly how these individuals will be impacted as consultation is yet to be carried out, but we believe the majority of the impacts to those with protected characteristics and those without will be positive due to improving walking and cycling facilities. The active travel strategy and LCWIPs are positive documents which set out how to improve things for all residents, including those with protected characteristics.</p>

	<p>The LCWIPs provide a prioritised programme of walking and cycling routes in the towns of:</p> <ul style="list-style-type: none"> <li>• Alsager</li> <li>• Handforth</li> <li>• Knutsford</li> <li>• Nantwich</li> <li>• Middlewich</li> <li>• Poynton</li> <li>• Sandbach</li> </ul> <p>The Active Travel Strategy sets out clear actions, including development of specific infrastructure plans and supporting policies to deliver the wider aims, including the Access Control Barrier Policy.</p> <p>As these are both strategy documents, future work will be required to design and implement schemes and investment programmes identified within the LCWIPs.</p> <p>Further Equality Impact Assessments will be conducted for schemes and investment programmes as they come forward.</p> <p>The following individuals are likely to be affected by the Active Travel Strategy and various LCWIPs:</p> <ul style="list-style-type: none"> <li>• General public (including residents and visitors to the borough)</li> <li>• Cheshire East Council stakeholders</li> <li>• Schools and educational establishments</li> <li>• Neighbouring local authorities and Enterprise Cheshire and Warrington</li> <li>• Statutory transport bodies (Active Travel England)</li> <li>• Town and Parish councils</li> <li>• Manchester Airport Group</li> <li>• Umbrella organisations for people with specialist transport needs and protected characteristics, will help fill gaps in existing knowledge and provide valuable input at this consultation stage, these groups include: <ul style="list-style-type: none"> <li>○ Age UK</li> <li>○ Space4Autism</li> <li>○ Disability Information Bureau (DIB)</li> <li>○ Cheshire Centre for Independent Living</li> <li>○ Deafness Support Network</li> <li>○ ADCA Medical Transport Service</li> <li>○ Care4CE</li> </ul> </li> </ul>
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- Leonard Cheshire Disability
- The Stroke Association
- The Disabled Persons Transport Advisory
- CEC adult and social care services
- Disability Info Bureau
- Transport interest groups below have an active interest and knowledge in cycling and walking, such groups include:
  - Travel Cheshire
  - Campaign for Better Transport
  - Local Cycling Groups
  - Active Cheshire
  - NW Transport Activists Roundtable
  - Passenger Transport Consortium
  - Transport Focus
- Environmental groups, such as:
  - Campaign to Protect 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:
  - Cycling UK
  - Living Streets
  - Sustrans
- MPs
- National Trust

This list has been devised considering those that are impacted by active travel across the borough who could be affected positively or negatively by the Active Travel Strategy and various LCWIPs.

For the consultation on the Active Travel Strategy and LCWIPs, this will involve producing a stakeholder list to contact regarding the consultation. This includes representatives and groups who share one or more protected characteristic. This direct engagement will help to foster good relations and ensure these groups are contacted about the draft documents, so that they can share their experience and influence the final document.

	<p>Getting input from these groups at this early stage, particularly those who share one or more protected characteristics, will help to shape the Active Travel Strategy and LCWIPs before these are finalised.</p> <p>Transport groups have an active interest and knowledge in walking and cycling and groups as mentioned above will help fill gaps in existing knowledge and provide valuable input at consultation stage.</p>
<p><b>Links and impact on other services, strategies, functions or procedures.</b></p>	<p>The Cheshire East plan recognises the importance of the transport network in supporting key strategic objectives. For example, the plan sets out a vision for a ‘thriving and sustainable place’, to achieve this vision one of the plan’s priorities is to provide ‘a transport network that is safe and promotes active travel’. This includes improving active travel routes, as well as providing improved connectivity across the local authority. The Active Travel Strategy will outline the role walking, wheeling and cycling will play in delivering this vision and priorities.</p> <p>Consultation on the draft documents will take place in 2025 to gain feedback on the proposed documents including their vision and routes.</p> <p>These documents will need to align with the vision and aims and priorities of the forthcoming LTP. The Active Travel Strategy and LCWIPs align with those that are drafted and undergoing consultation at time of writing</p> <p>There are draft networks in the towns of:</p> <ul style="list-style-type: none"> <li>• Alsager</li> <li>• Handforth</li> <li>• Knutsford</li> <li>• Nantwich</li> <li>• Middlewich</li> <li>• Poynton</li> <li>• Sandbach</li> </ul> <p>These draft routes, when adopted, will help for future funding bids, gone through evidence led process to determine the routes.</p>
<p><b>How does the service, service change, strategy, function or procedure</b></p>	<p>The Active Travel Strategy and LCWIPs will seek to support modal shift to active travel throughout Cheshire East. Currently Cheshire East as a whole has large inequalities</p>

<p><b>help the Council meet the requirements of the <a href="#">Public Sector Equality Duty</a>?</b></p>	<p>across the borough in terms of health and wellbeing, especially in areas such as Crewe and Macclesfield<sup>1</sup>. Therefore, the uptake of active travel will help improve health and wellbeing of the area will help reduce health inequalities, reducing the risk of diabetes, high blood pressure, depression, the occurrence of asthma, chronic obstructive pulmonary disease, lung cancer, cardiovascular disease and reduce road traffic noise-induced hearing loss.</p> <p>The Active Travel Strategy and LCWIPs will help provide an improved network of routes throughout Cheshire East which will improve access to key facilities and services, in turn increasing equality of opportunities for all.</p> <p>By improving active travel links within Cheshire East, and the uptake of these modes, in turn this will create more attractive neighbourhoods and communities, strengthening the sense of place in Cheshire East. The Active Travel Strategy and LCWIPs are inclusive and aim to foster good relationships with all areas of the community, including those with protected characteristics.</p>
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## Section 2 - Information – What do you know?

<p><b>What do you know?</b></p>	<p>Some information on the protected characteristics is set out below. The Active Travel Strategy and the LCWIPs are positive, forward-thinking documents aiming to improve facilities for all residents, including those with protected characteristics.</p> <p><b>Age</b></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<sup>2</sup>.</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</p>
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<sup>1</sup> [Tartan Rug 2022](#)

<sup>2</sup> [Age by single year - Nomis - ONS](#)

	<p>significant barriers for older adults. These physical challenges can make activities like walking and cycling more difficult.</p> <p><b>Disability</b></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%<sup>3</sup>.</p> <p><b>Gender reassignment</b></p> <p>No information reviewed at present.</p> <p><b>Pregnancy and maternity</b></p> <p>No information reviewed at present.</p> <p><b>Race and ethnicity</b></p> <p>Taken from the 2021 Census Cheshire East's households speaking English as their first language is between 90 and 99.6%<sup>4</sup>. 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<sup>5</sup>. The percentage of all other ethnic groups is lower than the national average, the most significant difference is the 6% lower percentage population of Asian/Asian British people in Cheshire East compared to the national average.</p> <p><b>Religion or belief</b></p> <p>No information reviewed at present.</p> <p><b>Sex</b></p>
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<sup>3</sup> [Disability by car or van availability - Nomis - ONS](#)

<sup>4</sup> [Household language - Nomis - ONS](#)

<sup>5</sup> [Ethnic group - Nomis - ONS](#)



	<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 aim to give higher quality cycle routes that may contribute to addressing this gender inequality.</p> <p>UK Opinions and Lifestyle Survey<sup>6</sup>, 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 report<sup>7</sup> 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><b>Sexual orientation</b></p> <p>No information reviewed at present</p> <p><b>Marriage and civil partnership</b></p> <p>No information reviewed at present</p>
<b>Information you used to arrive at the decision</b>	<p>As part of the LTP evidence base produced last year, numerous data has been collected that has been considered when developing the LCWIPs and Active Travel Strategy. Some information which relates to the protected characteristics include:</p> <ul style="list-style-type: none"> <li>According to the National Travel Survey 2021 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.</li> </ul>

<sup>6</sup> [UK Opinions and Lifestyle Survey](#)

<sup>7</sup> [Experiences of women and girls on transport](#)

	<ul style="list-style-type: none"> <li>• The Census 2021 shows that Cheshire East has a lower proportion of residents who have a registered disability compared to the Northwest, however it is similar to the national average of 17.3%.</li> <li>• 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. 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.</li> <li>• UK Opinions and Lifestyle Survey, 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.</li> </ul> <p>The Active Travel Strategy acts as an overarching policy for the borough in terms of active travel and therefore the document will have the potential to impact everyone across the borough including those with protected characteristics. The draft Active Travel Strategy and LCWIPs will be consulted on later in 2025, giving those with protected characteristics to have their say.</p> <p>As part of the consultation, meetings will be held with cycle groups and reps in each of the towns where an LCWIP has been created:</p> <ul style="list-style-type: none"> <li>• Alsager</li> <li>• Handforth</li> <li>• Knutsford</li> <li>• Nantwich</li> <li>• Middlewich</li> <li>• Poynton</li> <li>• Sandbach</li> </ul> <p>We are early in the process of thinking about the consultation for this so some of the detail is to be worked out (i.e. meetings with cycle reps and groups) but we have reflected out current thinking.</p>
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	Following consultation, the impact on those with protected characteristics will be explored in greater detail in future iterations of this EIA.
<b>Gaps in your Information</b>	<p>The Active Travel Strategy and LCWIPs provide a comprehensive assessment of active travel within the borough, and these are positive documents with the aim of making positive changes for all residents. However, there is some information on some of the protected characteristics that will be unavailable. The public consultation in 2025 provides an opportunity to have greater engagement with these groups to improve knowledge on these protected characteristics and ensure the interventions outlined in the various LCWIPs and proposals in the Active Travel Strategy are understood and mitigated against.</p> <p>We are early in the process of thinking about the consultation for this so some of the detail is to be worked out (i.e. meetings with cycle reps and groups) but we have reflected out current thinking.</p>

### Section 3 - Information - What did people tell you?

<b>What did people tell you about your proposals?</b>	<p>Consultation and engagement are yet to be undertaken. Future updates to this EIA will be made following the public consultation later in 2025. As part of the LCWIP process, meetings were held with local representatives to gain local knowledge of each of the towns including:</p> <ul style="list-style-type: none"> <li>• Alsager</li> <li>• Handforth</li> <li>• Knutsford</li> <li>• Nantwich</li> <li>• Middlewich</li> <li>• Poynton</li> <li>• Sandbach</li> </ul> <p>We are early in the process of thinking about the consultation for this so some of the detail is to be worked out (i.e. meetings with cycle reps and groups) but we have reflected out current thinking.</p>
<b>Details and dates of the consultation/s and/or engagement activities</b>	<p>At this stage a period of consultation is planned to run for 4 weeks during the summer of 2025.</p> <p>Groups representing those who share one or more protected</p>

	<p>characteristics will be included within the stakeholder list and contacted when the consultation goes live to ask for their input and feedback. Liaison with the council's participation team will be carried out to ensure contact is made with groups e.g. SEND, LGBTQ+, carers. Whilst the specific detail is being worked through, meetings will be held with cycle groups and reps in each of the towns where an LCWIP has been created, this is to allow them to feed into this process.</p>
<p><b>Are there any gaps in consultation and engagement feedback?</b></p>	<p>As part of the preparation for the consultation, a list of key stakeholders will be drawn up and engagement will be ongoing throughout the consultation. This consultation will be undertaken through email and online, as well as meetings with cycle groups and reps and promotional material provided across the borough.</p> <p>We are early in the process of thinking about the consultation for this so some of the detail is to be worked out (i.e. meetings with cycle reps and groups) but we have reflected our current thinking.</p>

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

Protected characteristics groups from the <a href="#">Equality Act 2010</a>	What do you know?	What did people tell you?	What does this mean?
Age	<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</p>	<p><i>Engagement yet to be undertaken</i></p>	<p>It is necessary to ensure that residents across Cheshire East can access the key services and facilities that are needed in everyday life, such as GPs, hospitals, supermarkets and leisure opportunities. Accessible walking infrastructure is essential for older people and more vulnerable groups. This can include ensuring there are dropped kerbs for</p>

	<p>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 can make activities like walking and cycling more difficult.</p>		<p>example. This in turn helps reduce social isolation due to providing safe infrastructure that people are comfortable using. Furthermore, walking is an essential part of connecting to other transport hubs such as bus stations, rail and other local facilities. For the younger population in Cheshire East, they are not able to drive and are therefore more likely to walk and cycle to reach their destination. Therefore, it is essential that well connected, accessible walking and cycling routes are provided to address the imbalance are provided around Cheshire East to better serve those with mobility difficulties. As well as promoting sustainable choices to young people, as habits last a lifetime. It is also expected that schemes will be designed in accordance with the latest relevant statutory and non-statutory guidance.</p>
<b>Disability</b>	<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.<sup>8</sup></p>	<i>Engagement yet to be undertaken</i>	<p>It is essential that well connected, active travel routes are provided around Cheshire East to better serve those with disabilities. There is a need for a cohesive, accessible active travel network for all in the borough – including those with disabilities who suffer a higher risk of social isolation</p>

<sup>8</sup> [National Travel Survey: 2021 - GOV.UK](#)

	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%. For this group.		and poor standards of living with mobility difficulties. It is also expected that schemes will be designed in accordance with the latest relevant statutory and non-statutory guidance.
<b>Gender reassignment</b>	No information reviewed at present.	<i>Engagement yet to be undertaken</i>	Individuals who have gone through gender reassignment may face challenges related to safety and comfort in public spaces. This can affect their willingness to engage in walking and cycling. Therefore, it is important to make sure walking and cycling infrastructure is safe and accessible for all. It is also expected that schemes will be designed in accordance with the latest relevant statutory and non-statutory guidance.
<b>Pregnancy and maternity</b>	No information reviewed at present.	<i>Engagement yet to be undertaken</i>	Pregnancy can affect balance and coordination. Maternity, for example, mothers carrying babies, and pram use is also important to consider. Therefore, it is important to ensure all walking and cycling infrastructure is of high quality, and clear of hazards and obstacles to ensure trips and slips are kept to a minimum so those during pregnancy and maternity

			<p>can easily utilise the infrastructure.</p> <p>It is also expected that schemes will be designed in accordance with the latest relevant statutory and non-statutory guidance.</p>
<b>Race/ethnicity</b>	<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 difference is the 6% lower percentage population of Asian/Asian British people in Cheshire East compared to the national average.</p>	<i>Engagement yet to be undertaken</i>	<p>It is important that any information regarding walking and cycling is provided in alternative languages, where there is demand for this, to promote inclusivity. Other than this, the Active Travel Strategy and LCWIPs are not envisaged to have a unique impact on this group at this stage, subject to engagement being undertaken.</p> <p>It is also expected that schemes will be designed in accordance with the latest relevant statutory and non-statutory guidance.</p>
<b>Religion or belief</b>	No information reviewed at present	<i>Engagement yet to be undertaken</i>	<p>The Active Travel Strategy and LCWIPs are not envisaged to have a unique impact on this group at this stage, subject to engagement being undertaken.</p>

<p><b>Sex</b></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 aim to give higher quality cycle routes that may contribute to addressing this gender inequality</p> <p>UK Opinions and Lifestyle Survey<sup>9</sup>, 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 report<sup>10</sup> produced in March 2022 found that 85% of participants thought about safety when</p>	<p><i>Engagement yet to be undertaken</i></p>	<p>Cheshire East need to improve the perception of safety when walking, wheeling and cycling through Cheshire East by improving factors actors such as lighting and signage. However, the research has emphasised that it is often others behaviour that was the issue.</p> <p>It is also expected that schemes will be designed in accordance with the latest relevant statutory and non-statutory guidance.</p>
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<sup>9</sup> [UK Opinions and Lifestyle Survey](#)

<sup>10</sup> [Experiences of women and girls on transport](#)



	<p>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>		
<b>Sexual orientation</b>	No information reviewed at present	<i>Engagement yet to be undertaken</i>	The Active Travel Strategy and LCWIPs are not envisaged to have a unique impact on this group at this stage, subject to engagement being undertaken.
<b>Marriage and civil partnership</b>	No information reviewed at present	<i>Engagement yet to be undertaken</i>	The Active Travel Strategy and LCWIPs are not envisaged to have a unique impact on this group at this stage, subject to engagement being undertaken.

## Section 5 - Review of information, consultation feedback and equality analysis

<b>Mitigation</b>	<b>What can you do to mitigate any negative impacts or further enhance positive impacts?</b>
<i>Please summarise the impacts listed in section 4 and what will be done to mitigate these impacts</i>	<p>The Active Travel Strategy and LCWIPs are largely positive documents which hope to have a positive impact for all residents, including those with protected characteristics.</p> <p>Consultation will be undertaken 2025 on the Active Travel Strategy and the various LCWIPs to understand any impacts, positive or negative.</p>

	<p>The consultation will help to understand the potential impact of the Active Travel Strategy and various LCWIPs on residents including the protected groups and help to identify any mitigation / actions in relation to the protected characteristics. These protected groups have been factored into drafting the documentation so far and will be considered when LCWIP routes get taken forward to design.</p> <p>We are early in the process of thinking about the consultation for this so some of the detail is to be worked out (i.e. meetings with cycle reps and groups) but we have reflected out current thinking.</p>
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## Section 6 – Monitoring and review


<b>Details of monitoring activities</b>	<p>The Active Travel Strategy and LCWIPs will be subject to monitoring and review. The Active Travel Strategy will be actively monitored against four targets, these targets are:</p> <ul style="list-style-type: none"> <li>• Double the percentage of people cycling by 2030</li> <li>• Increase the number of people walking regularly by 10%</li> <li>• Reduction in pedestrian and cyclists' collisions by 5% by 2030</li> <li>• Increase the number of physically active adults in Cheshire East by 5% by 2030</li> </ul> <p>In addition to the above, and to support our understanding of areas for improvement and track our progress, we will actively:</p> <ul style="list-style-type: none"> <li>• Review, challenge and monitor the targets set in travel plans submitted to the Council.</li> <li>• Utilise our Streetlight data system, to review trends in travel behaviour and patterns, where applicable. The system utilises mobile phone data to provide information on journey mode and travel patterns and will aid decisions for infrastructure requirements that support active modes.</li> <li>• Work with our Public Health team and Care Communities to monitor social prescribing</li> </ul>
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	<p>support and referrals where active travel has been supported.</p> <ul style="list-style-type: none"> <li>• Work with major employers to support a culture change in staff travel, and to capture data on the journey to work.</li> <li>• Install and maintain a network of cycle counters, particularly for new infrastructure, to support evaluation of scheme delivery.</li> </ul> <p>There is currently no funding to deliver the full networks set out in the LCWIPs, success will be based on funding secured to deliver the schemes.</p>
<b>Date and responsible officer for the review of the EIA</b>	It is recommended that the EIA be reviewed approximately 6 months after it has been signed off and post consultation.

## 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).

<b>Name</b>	Richard Hibbert
<b>Date</b>	30/05/2025
<b>Signature</b>	

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](#)