

Cheshire West and Chester LTP4 ISA

Appendix D: Equality Impact Assessment

October 2025

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Cheshire West and Chester LTP4 ISA

Appendix D: Equality Impact Assessment

October 2025

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1 Introduction

1.1 Background

The Transport Act 2000, as amended by the Local Transport Act 2008, requires local transport authorities to produce a Local Transport Plan (LTP). The Local Transport Authority with strategic transport powers for the area is Cheshire West and Chester Council ('the Council'); a unitary authority with the functions of both a county and borough Council. As such, responsibility for the LTP rests with the Council.

Good transport is a vital factor in building sustainable communities. It underpins the economy, connects communities, and shapes the places people live and work. Within the 2024-2028 Borough Plan, which outlines the Council's ambitions for the area, the Council states that it has a fundamental role to play in addressing the area's climate and poverty emergencies and meeting the Borough Plan missions for a stronger future.¹

The Council aims to create a transport system which supports good health, provides opportunities to work, learn and succeed near where people live, and contribute to strong communities.

The Council is drafting its fourth Local Transport Plan (LTP4). The LTP4 is a statutory document which sets out the Council's vision and plan for how transport can address the strategic challenges faced by the borough. It forms part of the Council's Policy Framework and will influence delivery of local transport, regeneration, public health, and other relevant programmes across the borough.

LTP4 replaces LTP3, which was adopted in 2011.² The Council are seeking to replace it, as the age of LTP3 means it is now out of date with local, regional, and national developments; particularly around climate and poverty. As a result, it does not adequately deliver against the challenges and priorities relevant to the Council today.

1.2 Purpose of this report

Mott MacDonald have been commissioned to undertake an Integrated Sustainability Assessment (ISA) of LTP4.

An ISA is a systemic process which must be carried out during the preparation of local plans, in order to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.

As part of the ISA, an Equality Impact Assessment (EqIA) has been undertaken. This document presents the EqIA for the ISA of LTP4 and is appended to the main ISA document.

¹ Chester West and Chester Council (2023) 'Borough Plan 2024-2028'. Available at: [Borough Plan 2024-2028 | Cheshire West and Chester Council](#)

² Chester West and Chester (2011) 'Local Transport Plan 2011-2026'. Available at: [Local Transport Plan 2011-2026 | Cheshire West and Chester Council](#)

2 The Cheshire West and Chester Local Transport Plan

2.1 Introduction

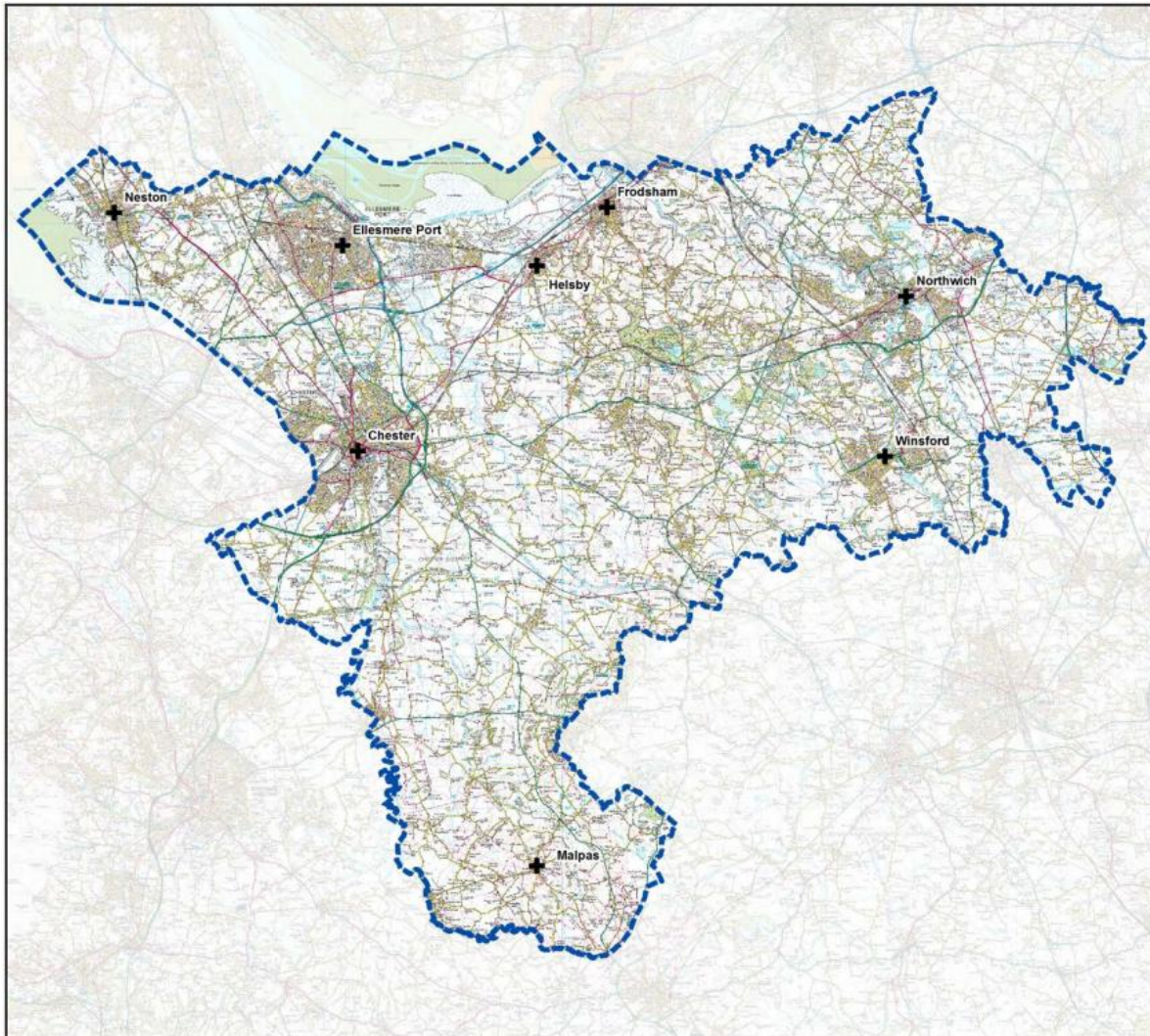
Cheshire West and Chester Council is committed to delivering a transformed transport network through the LTP4. The LTP4 will set out the Council's plans and proposals for improving local transport over the next 20 years(2025 to 2045). This will include:

- An assessment of the characteristics, future trends and issues that will have an impact on travel in the local area in the years to come.
- Consideration of local views and aspirations which have been reviewed following extensive consultation and engagement with partners and the wider community.
- A set of goals and objectives that support both national and local aspirations for transport.
- An analysis of local transport issues, challenges and opportunities alongside a series of policies and suggested actions to deliver transport priorities over the plan's lifetime.

This will be accompanied by a separate Implementation Plan covering the first three years of the strategy. There will also be subsequent three-year implementation plans.

The LTP4 covers the area of Chester West and Chester Council as presented in Figure 1.1.

Figure 12.1: Cheshire West and Chester LTP4 area (including key settlements)



Source: CW&C Local Flood Risk Management Strategy

2.2 Local Transport Plan 4

LTP4 fully replaces the third Cheshire West and Chester LTP produced in 2011 and refreshed in 2017.

LTP4 strategy is structured as follows:

- Core Strategy: This document sets out the case for change, the vision the Council is seeking to deliver through the Local Transport Plan 4 period, and key principles which direct how this will be achieved
- Policy Papers: These will set out a more detailed policy position on how this vision will be achieved in relation to a specific mode of transport or topic area.

The LTP4 Strategy will be supported by a number of technical Delivery Plans, which contain details of the practical interventions to be made to deliver on the Plan. These inform a 'Local Transport Plan Implementation Plan', updated on a rolling basis, which will set out the activities the Council is progressing, along with an assessment of progress.

CW&C are phasing the consultation and adoption of these documents. The Core Strategy was consulted upon in summer 2025, with adoption in late 2025. The Policy Papers will be developed throughout 2025/2026. Therefore, this report currently only covers the Core Strategy. Once the Policy Papers are available the EqIA Report will be updated to include them.

2.3 Core Strategy

The Core Strategy is formed of sections setting out the case for change; the ambition for LTP4; and the LTP4 Approach.

2.3.1 The Case for Change

The introductory Case for Change section of the report identifies that through LTP4, the Council needs to address the following challenges:

- Create a more inclusive society, ensuring ownership of private transport is not a barrier to accessing employment, training, health or other services and opportunities
- Tackle climate change and be ready for its impacts
- Create healthier, happier, greener places to live
- Sustainably growing the economy

However, the case for change also identifies a series of population needs that LTP4 also must address:

- A growing and aging population
- An unbalanced use of transport: disproportionate car dependency; coupled with falling bus usage and low active travel uptake
- Reduced need to travel due to changing work and lifestyle patterns
- Rural and urban population differences and needs
- Growing demand and lower budgets

2.3.2 Ambition

The second section of the report sets out the Council's ambition; through an overarching vision supported by priorities and targets.

The Council aims to take a vision-led approach; and set out their vision as the following:

'A fairer and more sustainable transport system which enables a stronger, thriving future.'

Cheshire West and Chester is made up of a rich variety of communities, and making this vision happen will look different in different parts of our borough:

- The transport network will enhance Chester's position as a modern and well-connected regional centre, proud of its history and confident about its future. The city's integrated transport links will provide safe, accessible and convenient travel for all, making efficient use of constrained city centre space, improving quality of life, supporting a vibrant tourism offer and enhancing the city's role as an important economic centre.
- Market towns will be important economic hubs, home to lively and successful high streets, well-connected and accessible to the surrounding communities they serve. The places people live will be safe, healthy and attractive, and residents won't need to own a car to get to work or key services locally.

- Rural towns and villages will benefit from clean transport which enhances the features which make our countryside special and protects the quality of life for those who live there. Transport and travel opportunities will provide affordable and accessible connections into larger nearby urban centres when this is required.

The supporting priorities are set out in the table below.

Table 2.1: Priorities

Section	
Priorities	
Tackling the climate emergency and making sure that our transport networks are able to cope with a rapidly changing environment. We want to reduce the carbon emissions from transport and achieve a net zero carbon transport system by 2045, delivering the Council's Climate Emergency Response Plan.	
Creating a fairer transport system. We're committed to making transport more affordable and inclusive by improving access to jobs, education and essential services, especially for communities who face barriers and exclusion due to poor transport links. This means offering real choices in how people travel, and ensuring the transport system works for everyone – including people on lower incomes, rural communities, young people, and those with additional mobility needs	
Sub-Priorities	
Enable people to live healthier and happier lives by giving us all the chance to be more active, reducing social exclusion, tackling air pollution and noise hotspots, eliminating deaths and serious injuries on our streets, and making our transport networks safer for everyone	
Champion inclusive, sustainable economic growth. We want to see a better transport system which helps businesses thrive, supports reliable movement of goods and freight, and makes it easier for people to access work and training. This includes strengthening connections to regional and international gateways, supporting efficient freight movement, welcoming visitors and boosting our tourism economy — helping places across our borough prosper	
Create and protect great places with attractive, connected, greener neighbourhoods. Transport and travel are about much more than a means of getting around. We want transport and travel networks to play their part in creating and protecting special, beautiful and lively places that people can enjoy spending time in, and enhancing access to green space and nature	

Source: Cheshire West & Chester (2025), LTP4 Core Strategy

2.3.3 LTP4 Approach

The final section of the Core Strategy sets out the approach to LTP4, formed of a series of core over-arching policy positions. The Core Strategy policies were assessed in this report against the ISA objectives.

The table below sets out each Core Strategy Policy. As noted in Section 2.4, the development of the Core Strategy and ISA is an iterative process, whereby the draft policies and supporting text were assessed, recommendations were identified based on the assessment results and the Core Strategy was updated. Therefore, the Core Strategy policies set out below are the draft policies that were assessed rather than the final policies. Section 7 demonstrates how the ISA recommendations were incorporated into the Core Strategy and the policy wording updated.

Table 2.2: LTP4 Core Strategy Policy

Core Policy Number	Policy
CP1	Our Local Transport Plan 4 vision will be the driving force for all transport planning and decision-making in the borough. We will ensure:

Core Policy Number	Policy
	<ul style="list-style-type: none"> that all transport solutions, policies and programmes we deliver or endorse move us towards achieving our vision for a fairer and more sustainable transport system which enables a stronger, thriving future, and accommodate a future where this vision is realised. that our approach to delivering our vision remains dynamic, informed by ongoing monitoring and evaluation, with flexibility to 'change tack' where necessary to bring us closer to the end goal of our vision. <p>In addition, we will not:</p> <ul style="list-style-type: none"> deliver or support projects, policies or programmes which will take us further away from achieving our vision (as a whole), even where this may benefit one of our priorities in isolation.
CP2	<p>We will</p> <ul style="list-style-type: none"> use our role in planning local transport networks and development proposals to promote opportunities to reduce the need to travel, particularly at the busiest times. This will particularly involve: Promoting co-location of new development, community services, and sustainable transport hubs with good access to walking, cycling and public transport, ensuring developments achieve a high level of integrated connectivity Ensure our transport system supports access to digital opportunities for everyone, both in terms of infrastructure and skills Where travel is required, we will encourage changes to daily patterns which reduce the need for trips to be made during peak hours, and prioritise travel by sustainable modes, which better align to our vision and maximise allow the most efficient use of limited highways space. carry out blended research activity to better understand travel behaviours, habits and propensities of those living in and travelling through Cheshire West and Chester, and use this to design targeted intervention programmes to encourage transport behaviours and choices which deliver on our vision.
CP3	<p>When developing, assessing and designing transport projects, networks and policies, we will prioritise ways of travelling which best deliver against our vision. This applies to both passenger and freight transport, reducing reliance on single occupancy private car use (particularly in petrol and diesel cars) and promoting efficient and sustainable movement of goods. In order of priority, this will be as follows:</p> <ul style="list-style-type: none"> People walking or wheeling (includes powered or unpowered wheelchairs, mobility scooters and rollators) People cycling or riding (including cargo bikes, micromobility and e-bikes) People using public transport (bus, coach, rail and community transport) People using shared transport (car clubs, car pooling and car share) Ultra-low emission vehicles, including electric cars and vans (including private, business and taxi and public hire vehicles) Other private motor vehicles, including petrol and diesel cars and vans (including private, business and taxi and public hire vehicles) <p>Any proposals which provide benefits to modes at the bottom of this hierarchy will need to demonstrate how they also enable greater benefits for higher-priority modes.</p>
CP4	<p>We will adopt a One System approach to our transport networks, recognising that an individual's journey is often made up of more than one mode. We will look for opportunities to maximise the links between different transport modes to provide seamless, joined up travel throughout the borough. These links can be:</p> <ul style="list-style-type: none"> Physical (e.g. co-locating services, creating multimodal hubs, or conducting engineering improvements to reduce interchange times) Operational (e.g. coordinating bus and rail timetables, enabling joint ticketing solutions, or establishing multi-operator forums such as our Enhanced Partnership to better coordinate services) Digital (e.g. combined journey planning or payment platforms) <p>Ultimately, a 'joined up' network is as much a matter of perception as one of engineering or design. The One System approach must feel integrated to those travelling within the borough. This includes</p>

Core Policy Number	Policy
	the importance of collaboration with government, neighbouring authorities, transport operators and other key stakeholders who manage, operate and oversee parts of the borough's transport system.
CP5	<p>Investment in our highways network will be primarily focused on maximising use of the existing asset (including upgrading it to enable modal shift to sustainable modes), improving resilience to the consequences of climate change, and carrying out essential maintenance activities.</p> <p>As a general principle, we will not support or promote new road building projects or any project which adds physical highway capacity for general traffic. Such schemes will only be supported where they meet the following criteria:</p>
CP6	<p>We will need to work in partnership with stakeholders, operators and local communities in order to achieve our vision.</p> <p>We will involve the people affected by proposed changes when designing transport policy and services. This includes local residents, businesses, local interest groups and other key stakeholders. In doing so, we will always seek to hear the views of under-represented groups and obtain an accurate and representative picture of the views of the local community as a whole, avoiding being swayed by the vocal minority.</p> <p>We will also empower and enable communities to take responsibility for their local transport networks where appropriate to do so, offering local communities in both rural and urban areas the opportunity to help shape their neighbourhoods.</p>
CP7	<p>In developing, assessing and designing transport projects, networks and policies, we will seek to ensure that new proposals:</p> <ul style="list-style-type: none"> • Protect environmentally important landscapes (such as wildlife habitats and peatland), and heritage sites. • Enhance inclusivity, health and environmental quality, by creating green spaces and biodiverse habitats, ensuring new schemes deliver biodiversity net gain, improving access to nature, using nature-based solutions to improve climate resilience, facilitating social interaction and inclusion, and increasing opportunities for physical activity. • Reduce road danger, public safety concerns, and community severance, to ensure inclusive and accessible transport for all. <p>All new transport proposals will give due regard to environmental and social considerations, with sustainability appraisals carried out to inform decision-making.</p>

2.4 CW&C Updates and Response to Recommendations

This initial EqIA was undertaken of the at time Draft LTP Core Strategy; and a series of recommendations made as to how the seven Core Policies could better integrate equality considerations. These recommendations were submitted to the Council in April 2025.

The recommendations made along with the response from the Council as to how these have been integrated into the LTP is presented in Section 7.2.

3 Approach and Assessment Framework

3.1 The Equality Impact Assessment

3.1.1 Purpose

The purpose of the EqIA is to help the Council understand the potential risks and opportunities of LTP4 with a particular focus on people with characteristics protected under the Equality Act. These are set out in Table 3.1 below.

The EqIA sets out the key potential equality impacts of the LTP4 Core Strategy as assessed through this ISA process. The EqIA involves the production of an assessment framework that establishes objectives to measure good social and environmental practice. This led on to the creation of assessment guide questions for each objective to establish the effect of the implementation of the LTP policies.

For this iteration of the EqIA each LTP Core Policy Position is evaluated against the assessment framework establishing the effect of the LTP policies in achieving the objectives of the assessment framework. A qualitative analysis is then undertaken which identifies the specific equalities impacts of each Core Policy in relation to each appraisal criteria question.

3.1.2 Equality Act and Public Sector Equality Duty

This EqIA has been undertaken in support of the Council’s obligations under current UK equality legislation, and in particular the Equality Act 2010. The Act sets out a Public Sector Equality Duty (PSED), at section 149 and is set out below.

The PSED is intended to support good decision-making. It encourages public bodies such as the Council to understand how different people will be affected by their activities. The aim of this is to ensure that policies and services are appropriate, accessible and meet the needs of different people. The Council must demonstrate that it has shown due regard to the aims of the PSED throughout the LTP. The process used to do this must take account of the protected characteristics which are identified below.

3.1.3 Protected characteristics

An EqIA provides a systematic assessment of the likely or actual effects of policies or proposals on social groups with the following protected characteristics (as defined by the Equality Act):³

Table 33.1: Protected Characteristics

Protected characteristic	Equality and Human Rights Commission (EHRC) definition
Age	A person belonging to a particular age (for example 32-year-olds) or range of ages (for example 18- to 30-year-olds).
Disability	A person has a disability if she or he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.
Gender reassignment	Where a person undergoes, or proposes to undergo, a process for the purpose of reassigning their sex.

³ Government Equalities Office/Home Office (2010): ‘Equality Act 2010’. Available at: www.legislation.gov.uk

Protected characteristic	Equality and Human Rights Commission (EHRC) definition
Marriage and civil partnership	Marriage is a union between a man and a woman or between a same-sex couple. Same sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act).
Pregnancy and maternity	Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.
Race	Refers to the protected characteristic of race. A race is a group of people defined by their colour, nationality (including citizenship) ethnicity or national origins. A racial group can be made up of more than one distinct racial group, such as Black British.
Religion and belief	Religion refers to any religion, including a lack of religion. Belief refers to any religious or philosophical belief and includes a lack of belief. Generally, a belief should affect your life choices or the way you live for it to be included in the definition.
Sex	A man or a woman .
Sexual orientation	Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

The CW&C EqIA approach also requires consideration of impacts on:

- Care experienced (all young people and adults who have been in the care of Cheshire West and Chester Council for a period of 13 weeks or more from the age of 14 years. This includes those children/young people for whom the Council currently or previously held corporate parenting responsibilities)
- Carers (people who care for others, informally or formally)
- Rural communities
- Human rights (right to life; prohibition of torture; prohibition of slavery and forced labour; right to liberty and security; right to a fair trial; no punishment without law; right to respect for private and family life; freedom of thought, conscience and religion; freedom of expression; freedom of assembly and association; right to marry; prohibition of discrimination; protection of property; right to education; right to free election). It is not anticipated that the LTP4 will impact on human rights, and as a result these are not considered in the rest of this assessment.

3.1.4 Assessing equality impacts

While the PSED does not specify a particular process for considering the likely effects of policies, programmes and projects on different sections of society for public authorities to follow, this process is usually undertaken through some form of equality analysis, which can include EqIAs.

An EqIA assess the equality impacts through the following approaches:

- Assessing whether one or more of these groups could experience disproportionate effects (over and above the effects likely to be experienced by the rest of the population) as a result of the proposed redevelopment option. An EqIA includes examining both potential positive and negative effects.
- Identifying opportunities to promote equality more effectively.
- Developing ways in which any disproportionate negative effects could be removed or mitigated to prevent any unlawful discrimination and minimise inequality of outcomes.

Undertaking an EqIA helps to demonstrate how a public authority is complying with the PSED by:

- providing a written record of the equality and health considerations which have been taken into account;
- ensuring that decision-making includes a consideration of the actions that would help to avoid or mitigate any negative impacts on particular protected groups; and
- supporting evidence-based and more transparent decision-making.

By understanding the effect of their activities on different people, and how inclusive delivery can support and open opportunities, public bodies can be more efficient and effective. The EqIA process therefore helps public bodies to deliver the Government’s overall objectives for public services.

3.2 EqIA Appraisal Objectives

LTP4 has a series of Core Policy Positions, as set out in section 2.3.3. During Stage A (Scoping) of the ISA process, a series of objectives and assessment guidelines were developed in order to measure good social, economic and environmental practice. These were designed to establish the impact of the implementation of the LTP4. Those identified under the Equality theme are set out in Table 3.2 below.

Table 3.2: Equality Appraisal objectives and criteria

ISA Objective	Appraisal Criteria	Indicators
Promote regeneration, particularly of deprived areas	Will it improve socio-economic conditions, particularly in deprived and rural areas through improved transport connections?	Key services (shops, dentist, GP, hospital) availability within 30-minute public transport catchment of deprived areas Education (including early years, primary, secondary and adult) availability within 30-minute public transport catchment of deprived areas Transport related social exclusion risk
	Will it help reduce overall unemployment, particularly long-term and youth unemployment, by removing barriers, improving resilience and enabling growth?	No of jobs within 30 mins Journey time statistics
Improve accessibility of transport services for all	Will it provide reliable and integrated transport accessibility?	Frequency and reliability of public transport Service satisfaction levels
	Will it provide accessible alternatives to private car travel for all, including disabled, older and vulnerable people?	Equity of access (compliance with the Equality Act): <ul style="list-style-type: none"> • Percentage of bus stops with Real Time Passenger Information (RTPI) and full physical accessibility • Percentage of accessible and low level buses • Percentage of accessible rail stations.
	Will it reduce severance to address deficiencies and inequalities in access to services, facilities and communities?	Percentage of population within 30 mins of key services and employment centres
Improve affordability of transport services	Will it affect public transport costs for the user?	Public transport fares

Will it affect motoring costs for the user? Motoring costs

Source: CW&C ISA Scoping Report (2024)

3.3 Assessment methodology

The assessment will be based on a qualitative seven-point scale as presented in Table 3.3 to describe the significance of effects.

Moderate and major positive and negative effects will be considered of significance. Where there is a minor positive and negative effect, or where there is no effect, this will be considered non-significant.

Table 3.3: Criteria for Assessing Significance of Effects

Assessment Scale	Significance of Effect
+++	Major positive effect
++	Moderate positive effect
+	Minor positive effect
0	Neutral or no effect
-	Minor negative effect
--	Moderate negative effect
---	Major negative effect

The level of significance will be assigned after considering the scale and magnitude of the identified effect against the importance of the receptor. Table 3.4 shows how the scale/magnitude will be considered against the importance of the receptor being considered. The list of receptors given in the table is not exhaustive but provides examples of how the magnitude of predicted effects will be considered to determine the significance of impacts. The significance of impacts may not always be clear cut in each case, and professional judgement will be used in some cases to determine overall significance.

Table 3.4: Defining Magnitude of Effects

Magnitude	Description of Effect
High	Negative effects would result in the complete loss of the receptor and/or severe damage to its integrity/quality/key characteristics/features/elements
	Positive effects would result in a large-scale improvement, enhancement or restoration of a receptor, large scale improvements to integrity/quality, or creation of a new internationally/nationally important resource
Medium	Negative effects would result in some loss of or damage to the receptor, but not sufficient to adversely affect its overall integrity. Partial loss of or damage to quality/key characteristics/features/elements
	Positive effects would result in some improvement, enhancement or restoration of a receptor, improvements to integrity/quality, or creation of a new regionally important resource
Low	Negative effects would result in some measurable change to the receptor and/or change in quality or alteration of one or more key characteristics/ features/elements
	Positive effects would result in a small improvement to or addition of one or more key characteristics/ features/elements. Creation of a new locally important receptor/resource

In order to determine the significance of effects, the identified magnitude of specific effects will be combined with the relative sensitivity of the receptor in question. The means of combining sensitivity and magnitude is illustrated in Table 3.5.

Table 3.5: Criteria for Determining Significance of Effects

Magnitude of Effect (negative or positive)			Sensitivity
Low	Medium	High	
Moderate to Major Significance	Major Significance	Major Significance	VERY HIGH sensitivity Receptor is vulnerable and highly sensitive to change. Effects cannot easily be mitigated.
Moderate to Major Significance	Moderate to Major Significance	Major Significance	HIGH sensitivity Receptor is vulnerable and sensitive to change. Effects may be mitigatable with careful design and planning.
Minor to Moderate Significance	Moderate to Major Significance	Moderate to Major Significance	MEDIUM sensitivity Receptor is somewhat vulnerable and sensitive to change. Effects can be mitigated.
Minor Significance	Minor to Moderate Significance	Minor to Moderate Significance	LOW sensitivity Receptor is not vulnerable or sensitive to change.

4 Socio-demographic profile

4.1 Area profile summary

The area profile summary outlined in Table 4.1 below provides a high-level summary of the socio-demographic profile of CW&C in comparison with the North West and England.

The summary includes analysis of protected characteristic groups under the Equality Act 2010 and the current socio-economic context of the area. The CW&C EqIA approach also requires consideration of impacts on the following groups:

- Care experienced (all young people and adults who have been in the care of Cheshire West and Chester Council for a period of 13 weeks or more from the age of 14 years. This includes those children/young people for whom the Council currently or previously held corporate parenting responsibilities)
- Carers (people who care for others, informally or formally)
- Rural communities

As such, these groups have been included as part of the socio-demographic baseline.

The data used in the baseline is the most current publicly available data from the Office of National Statistics.

Where there are higher proportions of certain groups within CW&C, this is highlighted in **bold text**

Table 4.1: Socio- demographic profile of CW&C

Characteristic	Summary
Population	<ul style="list-style-type: none"> • The CW&C Local Authority area is home to a total of 361,799 people, 73% of which reside in urban areas, with the remaining 27% residing in rural areas.
Age	<ul style="list-style-type: none"> • The proportion of children within CW&C (17%) is lower than the North West and England (both 19%). • The proportion of young people within CW&C (11%) is in line with the North West and England (both 12%). • 61% of the population within CW&C is of working age. This is in line with the North West and England (both 63%). • The proportion of older people within CW&C (22%) is higher than the North West and England (both 19%).
Disability	<ul style="list-style-type: none"> • 19% of the population of CW&C have a disability. This is in line with the North West (19%) and England (17%) • 8% of the population of CW&C have a disability that limits day-to-day activities a lot, this is in line with the North West (9%) and England (7%) • 36% of disabled CW&C residents live in households with no car or van. This is considerably higher than the regional and national averages of 33% and 28% respectively.
Gender reassignment	<ul style="list-style-type: none"> • The proportion of the population who identify their gender the same as the sex they were registered at birth within CW&C (95%) is broadly in line with the North West and England (both 94%).

Characteristic	Summary
	<ul style="list-style-type: none"> The proportion of the population who identify as a gender identity different from their sex registered at birth (but no specific identity given), a trans man, trans woman or any other gender identities totals 0.4% which is in line with the North West and England
Marriage and civil partnerships	<ul style="list-style-type: none"> The proportion of the population within CW&C who are married or in a civil partnership (47%) is higher than the North West (43%) and in line with England (45%).
Pregnancy and maternity	<ul style="list-style-type: none"> The number of live births per 1,000 women aged 15-44 for CW&C (51.8) is lower than the North West (55.1) and England (54.3). The average number of children born per woman within CW&C (1.5) is in line with the North West and England (1.6 and 1.6 respectively).
Race	<ul style="list-style-type: none"> The total ethnic minority population in CW&C (9%) is considerably lower than the North West (19%) and England as a whole (27%). The White British population in CW&C (91%) is considerably higher than the North West (81%) and England as a whole (74%).
Religion and belief	<ul style="list-style-type: none"> Those belonging to a minority religion make up 2% of the population within CW&C. This is considerably lower than the North West and England (10% and 11% respectively). The Christian population within CW&C (55%) is in line with the North West (53%) and higher than England as a whole (46%).
Sex	<ul style="list-style-type: none"> The proportion of men and woman in CW&C (49% and 51% respectively) is in line with the North West and England.
Sexual orientation	<ul style="list-style-type: none"> The proportion of the population who are straight or heterosexual within CW&C (91%) is broadly in line with the North West (90%) and England (89%). Similarly, the proportion of the population who are gay or lesbian, bisexual or identify as other sexual orientations within CW&C is also broadly in line with the North West and England.
Deprivation	<ul style="list-style-type: none"> The proportion of people within CW&C living within the most deprived quintile (16%) is lower than England (20%) The proportion of the population within CW&C residing in the two least deprived quintiles (53%) is considerably higher than England (40%).
Economic activity	<ul style="list-style-type: none"> The proportion of people who are economically active in CW&C is 85%. This is considerably higher than the North West (76%) and England (79%). The unemployment rate is 3%, which is in line with the North West and England (both 4%).
Car ownership	<ul style="list-style-type: none"> There is a higher level of car ownership within the borough compared with the national average. 17% of households in CW&C do not have access to a car, compared with 23% across England.
Children in care	<ul style="list-style-type: none"> CW&C has a higher proportion of children being looked after (80 per 10,000) compared with England (70 per 10,000); but a lower proportion than the North West (94 per 10,000)
Unpaid care	<ul style="list-style-type: none"> 10% of the population provide some form of unpaid care per week. This is in line with the North West and England (both 9%).

4.2 Future baseline

The table below provides a summary of the future baseline. The future baseline can be found in more detail in Appendix B.

Table 4.2: Future baseline summary

Characteristic	Summary
Population	<ul style="list-style-type: none"> CW&C's population is forecast to grow by 8% between 2023 and 2033. This is higher than the expected population growth across the country. Increasing population is expected to be driven by people moving into the borough
Age profile	<ul style="list-style-type: none"> 22% increase in number of people ages 65 and over. This is considerably higher than the average rate of population increase in the region (8%) 50% increase in the number of people aged 85 and over. This is considerably higher than the average rate of population increase in the region (8%) 2% decrease in the number of children. This is considerably lower than the average rate of population increase in the region (8%)
Deprivation	<ul style="list-style-type: none"> The Council aims to halve the number of children living in absolute poverty by 2032. However, nationally there are likely to be increases in deprivation and lower living standards which are expected to be reflected in CW&C.
Car Ownership	<ul style="list-style-type: none"> The UK Governments National Trip End Model (NTEM) data forecasts that the proportion of no- car households in CW&C will continue to decrease, lowering to 15% by 2050. The proportions of households with one or more cars are predicted to remain in line with 2018 figures.

5 Evidence review

5.1 Literature Review

The equality topic is scoped into the ISA as transport can have considerable implications on equality and deprivation. The equality topic also forms part of the EqIA.

Table 5.1: Summary of literature review

Theme	Equality groups affected	Summary
Promote regeneration, particularly of deprived areas		
Social inclusion	<ul style="list-style-type: none"> Disabled people Older people 	<ul style="list-style-type: none"> Access to transport can help facilitate social networks and improve access to social and recreational facilities and activities. Research indicates that it can also promote self-esteem, health and wellbeing through leisure, travelling and simply “leaving the house for its own sake” Consequently, improved access to public transport can be key for those with less physical mobility or access to private vehicles. This can particularly impact disabled people, including families with disabled children, and older people
Empowerment through access to education and employment	<ul style="list-style-type: none"> Young people People from ethnic minority groups Disabled people 	<ul style="list-style-type: none"> Providing better connectivity to employment and educational opportunities has the potential to benefit the economy and empower different groups through enabling access to these services, particularly those who are more likely to experience unemployment. Research shows that young people, ethnic minority communities, and disabled people are disproportionately represented within unemployment numbers.
Changes in community severance	<ul style="list-style-type: none"> Children Older people Disabled people Young people People from ethnic minority groups 	<ul style="list-style-type: none"> Changes to public and private transport usage has the potential to change traffic levels and vehicle movements, potentially resulting in changes to congestion and severance Any potential increase in traffic is associated with severance for both pedestrians and road users, which can differentially impact children, older people and disabled people, who are more likely to be pedestrians On the other hand, modal shift away from private car use could significantly reduce severance. A focus on reducing severance across local communities can lead to improved public transport provision. This can benefit groups who are more reliant on public transport, such as young people, children, people from some ethnic minority groups, disabled people, and older people.
Improve accessibility of transport services for all		
Access to public transport	<ul style="list-style-type: none"> Children Young people People from ethnic minority groups Disabled people 	<ul style="list-style-type: none"> Children and young people are generally more dependent on public transport services due to not being able to access cars independently. People from some ethnic minority backgrounds are less likely to own cars and are therefore more likely to be dependent on public transportation

Theme	Equality groups affected	Summary
	<ul style="list-style-type: none"> Women 	<ul style="list-style-type: none"> Disabled people generally have fewer travel options compared to non-disabled people Women generally make shorter, but more frequent journeys on public transport when compared to men
Rural accessibility	<ul style="list-style-type: none"> People living in rural areas People living in deprived areas Older people 	<ul style="list-style-type: none"> In rural areas, access to public transport can be poorer than in urban areas, resulting in barriers to accessibility and social inclusion Travel by private vehicle plays a key role in participating in everyday activities in rural communities. This is due to a combination of time restriction, habit, and a lack of services and public transport provision. The impacts of transport poverty are worst for deprived people in rural areas Older people are at particular risk of social exclusion as a result of cuts to bus services in rural areas, as well as irregular and unreliable services
Access to active travel	<ul style="list-style-type: none"> Children Young people Older people Disabled people People from ethnic minority groups People who live in deprived areas 	<ul style="list-style-type: none"> Improvements to active travel provision may impact children, young people, older people, disabled people, people from ethnic minority groups and people who live in deprived areas Children and young people are likely to benefit from improved health outcomes, as participation in active travel can reduce childhood obesity and improve cognitive development. Older people, disabled people and People from ethnic minority groups are less likely to travel by active travel methods.
Physical accessibility of public transport	<ul style="list-style-type: none"> Disabled people Older people People travelling with young children in prams 	<ul style="list-style-type: none"> The ability to safety board and travel on public transport vehicles is vital in ensuring they are accessible for disabled people, older people, and people with young children in prams The layout and design of transport infrastructure and vehicles should follow best practice principles for accessibility and inclusivity.
Changes to road safety	<ul style="list-style-type: none"> Children Young people Disabled people Children from deprived areas Older people 	<ul style="list-style-type: none"> Changes to the pedestrian and road environment; and possible modal shifts could impact road safety Children, young people, disabled people, men, and deprived children are more likely to be involved in road collisions than average; whilst older and disabled people are also more likely to take longer to cross the road
Changes to the pedestrian environment	<ul style="list-style-type: none"> Disabled people Children Older people 	<ul style="list-style-type: none"> Changes to public, private, and active transport usage presents an opportunity to improve the pedestrian environment. Changes to the pedestrian environment may impact several equality groups including disabled people, children, and older people. Older people and children are more likely to be dependent on walking; whilst disabled people are more likely to be impacted by poorly accessible public environments.
Safety and security	<ul style="list-style-type: none"> Young people Older people Disabled people People from minority faith groups 	<ul style="list-style-type: none"> Travelling on public transport and its associated infrastructure can influence feelings of personal safety and security. Young people, older people, disabled people, people from minority faith groups and ethnic minority groups, LGBTQ+ groups, women, men and people who live in

Theme	Equality groups affected	Summary
	<ul style="list-style-type: none"> • People who live in deprived areas 	deprived areas are more likely to be the victim of a crime on public transport
Improve affordability of transport services		
Affordability	<ul style="list-style-type: none"> • Young people • Older people • Women • People from ethnic minority groups • Disabled people 	<ul style="list-style-type: none"> • Cost is a key obstacle to the use of transport, and that there is a strong relationship between income and the type of transport used • If public transport is perceived as too expensive, this can act as a barrier to work, education and training opportunities which could support with social mobility and inclusion. There are also affordability challenges with owning, taxing, insuring and running a car. • Studies have shown that young people not in education, employment or training (NEET), students, older people, women, and people from ethnic minorities are particularly at risk of transport poverty • Disabled people have lower levels of social contact, with transport affordability cited as a factor • Women are more likely to engage in part-time work and more likely to have caring responsibilities than men. These responsibilities may require them to make multiple short journeys during a day, and therefore their transport needs may not be adequately met by services which are steered by traditional commuter hours of morning and late afternoon/evening.

6 Assessment of LTP Core Strategy Policies

6.1 Introduction

This section of the report assesses each policy and its supporting text against the assessment criteria to understand their potential equality impacts. In doing so each policy is assessed for its potential adverse and beneficial impacts (including spatial impacts) and recommendations are made, where appropriate, on how these impacts could be mitigated or enhanced. The scale used to determine the magnitude of both beneficial and adverse impacts is described in Chapter 3. The potential impacts and potentially impacted groups identified in this assessment are underpinned by the evidence base which takes the form of a comprehensive literature review as described in Chapter 5 and can be found in Annex B.

6.2 Assessment of LTP4 Core Strategies

6.2.1 Core Policy 1

Table 6.1 assesses the equality impacts and significance of Core Policy 1. Core Policy 1 is set out below:

‘Our Local Transport Plan 4 vision will be the driving force for all transport planning and decision-making in the borough. We will ensure:

- a. that all transport solutions, policies and programmes we deliver or endorse move us towards achieving our vision for a fairer and more sustainable transport system which enables a stronger, thriving future, and accommodate a future where this vision is realised.
- b. that our approach to delivering our vision remains dynamic, informed by ongoing monitoring and evaluation, with flexibility to ‘change tack’ where necessary to bring us closer to the end goal of our vision.

In addition, we will not:

- c. deliver or support projects, policies or programmes which will take us further away from achieving our vision (as a whole), even where this may benefit one of our priorities in isolation.’

Table 6.1: Core Policy 1 Assessment

ISA Objective	Magnitude	Sensitivity	Significance
Promote regeneration, particularly of deprived areas			
<p>Will it improve socio-economic conditions, particularly in deprived and rural areas through improved transport connections?</p> <p>CP1 is likely to have a beneficial impact on socio-economic conditions across the CW&C region, particularly for deprived and rural areas, through improved transport connections to jobs and education. The policy aims to ensure the design of LTP4 is focused on the vision of delivering a fairer and more sustainable transport system, and ensuring all transport solutions, policies and programmes move the area closer a stronger, thriving future. This should therefore ensure improved and affordable transport options throughout the region, including improved access for deprived and rural areas. At present, there is greater car use in the borough's rural areas than in urban areas, suggesting that there is a current lack of accessible public transport solutions. Improved public transport connections improves access to education, social links, community, and employment, and can therefore improve socio-economic outcomes for local people.</p> <p>As noted in the Evidence Review this is likely to benefit children, young people, disabled people, and people from ethnic minority groups; who are more reliant on public transport; and young people not in education, employment or training (NEET), students, older people, people living in deprived areas, women, and people from ethnic minority groups; who are more likely to be at risk of transport poverty. Older people, disabled people without cars, and deprived people in rural areas may also benefit as there is a higher representation of these groups across the Borough.</p>	High	Medium	Major positive
<p>Will it help reduce overall unemployment, particularly long-term and youth unemployment, by removing barriers, improving resilience and enabling growth?</p> <p>CP1 is likely to have a beneficial impact on reducing overall unemployment, particularly long term and youth unemployment, by removing barriers, improving resilience, and enabling growth. The policy aims to ensure the design of LTP4 is focused on the vision of delivering a fairer and more sustainable transport system. This should therefore improve public transport access across the regions, ensuring that affordable and regular services are available to get people from where they live to where they work at the times they require. Improved public transport access can help to reduce unemployment and improve access to education, thus improving socio-economic outcomes.</p> <p>Certain groups, such as young people, ethnic minority groups and disabled people are more likely to be unemployed; and therefore may benefit most from improved access to public transport services which provide affordable and reliable access to employment centres. Disabled people without cars may also benefit as there is a higher representation of these groups across the Borough.</p>	High	Low	Moderate positive
Improve accessibility of transport services for all			
<p>Will it provide reliable and integrated transport accessibility?</p>	High	Medium	Major positive

ISA Objective **Magnitude** **Sensitivity** **Significance**

<p>CP1 is likely to have a beneficial impact on providing reliable and integrated transport accessibility. The vision led approach of delivering fair and sustainable transport solutions which meets the current and future needs of the region should ensure focus of delivering public and active travel access across the borough. Indeed, at present there is a higher reliance on private car use in the borough than nationally, due to poor bus connections and frequency. Access to reliable and integrated transport networks has multiple benefits for different groups, as it can improve rural accessibility; improve transport options for people who cannot or are unable to drive; improve access to education and employment; and furthermore encourage a modal shift which can reduce environmental impacts.</p> <p>As identified in the Evidence Review, certain groups are more likely to benefit from improved transport access including children, young people, disabled people, older people, people from ethnic minority groups, women, and rural communities. Deprived people in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.</p>	
<p>Will it provide accessible alternatives to private car travel for all, including disabled, older and vulnerable people?</p> <p>CP1 is likely to have a beneficial impact on providing accessible alternatives to private car travel for all, including disabled, older and vulnerable people. As outlined above, the vision led approach to providing a fair and sustainable transport network should deliver services where local residents need it; and provide accessible alternatives to private car travel. As highlighted above, there is a particular reliance on private car travel in the borough due to a lack of accessible public transport. Accessible alternatives to private car travel include transport solutions which are affordable, regular services and available to get people from where they live to where they want to be; as well as the physical accessibility of these solutions.</p> <p>Certain groups are more likely to benefit from improved access to alternatives to private car transport, including disabled people, older people, children, young people, rural communities, and women. People in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.</p>	<p>High Medium Major positive</p>
<p>Will it reduce severance to address deficiencies and inequalities in access to services, facilities and communities?</p> <p>CP1 is likely to have a beneficial impact on reducing community severance in order to address inequalities in access to services, facilities, and communities. As above, the vision outlined by CP1 should reduce severance and improve equality of access to services, facilities, and communities by delivering transport solutions and services where people need it, including active travel solutions to link communities with each other. There is a low uptake of active travel in the borough at present, specifically due to perceived road safety and lack of infrastructure. The vision to deliver a fairer and more sustainable transport system should therefore enable focus on delivering infrastructure to overcome these barriers and reduce community severance.</p> <p>Certain groups are more likely to benefit from reduced severance and improved equality of access to services, facilities and communities, including rural communities, particularly people in deprived areas, and older people</p>	<p>High Medium Major positive</p>
<p>Improve affordability of transport services for all</p>	

ISA Objective	Magnitude	Sensitivity	Significance
<p>Will it affect public transport costs for the user?</p> <p>CP1 is likely to have some beneficial impact on public transport costs for the user. CP1 aims to provide a transport system led by the vision of fairness and sustainability, and the goal of ensuring that the transport system will provide affordable and accessible connections to larger urban centres. The application of this principle should ensure that access to public transport is affordable and does not adversely affect public transport costs for the user. This is beneficial, as ensuring public transport is affordable is a key pillar in ensuring it provides an accessible service.</p> <p>Certain groups are more likely to be impacted by public transport costs, including young people not in education, employment or training (NEET), students, older people, disabled people, women, and people from ethnic minority groups.. Disabled people without cars may further benefit as this groups is overrepresented within the population of CW&C.</p>	Medium	Medium	Moderate positive
<p>Will it affect motoring costs for the user?</p> <p>CP1 is not predicted to impact motoring costs for road users.</p>	N/A		

6.2.2 Core Policy 2

Table 6.2 assesses the equality impacts and significance of Core Policy 2. Core Policy 2 is set out below:

‘We will

- a. use our role in planning local transport networks and development proposals to promote opportunities to reduce the need to travel, particularly at the busiest times. This will particularly involve:
 - i. Promoting co-location of new development, community services, and sustainable transport hubs with good access to walking, cycling and public transport, ensuring developments achieve a high level of integrated connectivity
 - ii. Ensure our transport system supports access to digital opportunities for everyone, both in terms of infrastructure and skills
 - iii. Where travel is required, we will encourage changes to daily patters which reduce the need for trips to be made during peak hours, and prioritise travel by sustainable modes, which better align to our vision and maximise allow the most efficient use of limited highways space.
- b. carry out blended research activity to better understand travel behaviours, habits and propensities of those living in and travelling through Cheshire West and Chester, and use this to design targeted intervention programmes to encourage transport behaviours and choices which deliver on our vision’

Table 6.2: Core Policy 2 Assessment

ISA Objective	Magnitude	Sensitivity	Significance
Promote regeneration, particularly of deprived areas			
<p>Will it improve socio-economic conditions, particularly in deprived and rural areas through improved transport connections?</p> <p>CP2 is likely to have a beneficial impact on socio-economic conditions across the CW&C region, particularly for deprived and rural areas by both improving transport connections to and from new developments and areas of employment; and by promoting the co-location of new developments, ensuring jobs and education are available where people live. Improved access to jobs and education is linked with improved socio-economic conditions by enabling people to access better-paid work. This is likely to have particular benefits for groups who are more likely to be unemployed, or are more likely to rely on public transport; such as children, young people, disabled people, people from ethnic minority groups, older people, people living in deprived areas, and women. Older people, disabled people without cars, and deprived people in rural areas may also benefit as there is a higher representation of these groups across the Borough.</p>	High	Medium	Major positive
<p>Will it help reduce overall unemployment, particularly long-term and youth unemployment, by removing barriers, improving resilience and enabling growth?</p> <p>CP2 is likely to have a beneficial impact on reducing overall unemployment, particularly long term and youth unemployment, by improving public and active travel connections to places of employment across the borough, as well as co-locating new developments with community facilities and integrated transport hubs, which may increase the potential for active travel connections to places of work. CP2 also outlines that research will be undertaken to understand travel behaviour and habits of people living in the borough. This may present an opportunity to identify travel routes to employment which are particularly underserved by current public and active transport routes and identify areas to improvement. By improving access to employment it is likely that the policy will help to reduce overall unemployment by removing a key barrier- severance, and a lack of transport routes.</p> <p>Certain groups, such as young people, ethnic minority communities, and disabled people are more likely to be unemployed; and therefore may benefit most from improved access to public transport services which provide affordable and reliable access to employment centres. Disabled people without cars may also benefit as there is a higher representation of these groups across the Borough.</p>	High	Medium	Major positive
Improve accessibility of transport services for all			
<p>Will it provide reliable and integrated transport accessibility?</p> <p>CP2 is likely to have a beneficial equality impact on providing access to reliable and integrated transport networks for local people. By prioritising the co-location of new developments, community services and sustainable transport hubs CP2 focuses on ensuring local people are able to access services and community facilities in their local neighbourhoods, thus reducing their need to travel. Where people need to travel, the policy aims to ensure new developments have good access to integrated walking, cycling, and public transport networks to ensure people across the borough are connected. At present, there is a lack of good quality active travel infrastructure and poor bus connectivity and access across the borough.</p>	High	Medium	Major positive

ISA Objective	Magnitude	Sensitivity	Significance
<p>As identified in the Evidence Review, certain groups are more likely to benefit from improved transport access including children, young people, disabled people, older people, People from ethnic minority groups, women, and rural communities. Deprived people in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.</p>			
<p>Will it provide accessible alternatives to private car travel for all, including disabled, older and vulnerable people?</p> <p>CP2 is likely to have a beneficial impact for equality groups on providing accessible alternatives to private car travel for all, including disabled, older and vulnerable people. As outlined above, the policy will enable improved access to integrated transport services, by co-locating these with new developments, and community facilities meaning people are able to travel by public transport to where they need to be easily. As highlighted above, there is a particular reliance on private car travel in the borough due to a lack of accessible public transport, and so ensuring a focus on prioritising sustainable travel and promoting transport hubs within developments will allow more people to have reliable access to private car alternatives.</p> <p>Certain groups are more likely to benefit from improved access to alternatives to private car transport, including disabled people, older people, children, young people, rural communities, and women. People in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.</p>	High	Medium	Major positive
<p>Will it reduce severance to address deficiencies and inequalities in access to services, facilities and communities?</p> <p>CP2 is likely to have a considerable beneficial impact on reducing community severance to address current deficiencies and inequities in access to services, facilities, and communities. The policy aims to target this specifically, by improving access to services and facilities by co-locating these and ensuring this is built into new developments. The policy will also co-locate integrated transport hubs alongside these services and facilities within communities to ensure that people are able to access these easily. Integrating services and facilities with communities will by its very nature reduce severance if these are located where communities experience severance.</p> <p>Certain groups are more likely to benefit from reduced severance and improved equality of access to services, facilities and communities, including rural communities, particularly people in deprived areas, and older people</p>	High	Medium	Major positive
Improve affordability of transport services			
<p>Will it affect public transport costs for the user?</p> <p>The policy makes no reference to the cost of the new public transport opportunities for users and as such it is not possible to assess how the policy may impact on cost for the user.</p>	N/A		
<p>Will it affect motoring costs for the user?</p> <p>It is unlikely that CP2 will impact motoring costs.</p>	N/A		

6.2.3 Core Policy 3

Table 6.3 assesses the equality impacts and significance of Core Policy 3. Core Policy 3 is set out below:

‘When developing, assessing and designing transport projects, networks and policies, we will prioritise ways of travelling which best deliver against our vision. This applies to both passenger and freight transport, reducing reliance on single occupancy private car use (particularly in petrol and diesel cars) and promoting efficient and sustainable movement of goods. In order of priority, this will be as follows:

1. People walking or wheeling (includes powered or unpowered wheelchairs, mobility scooters and rollators)
2. People cycling or riding (including cargo bikes, micromobility and e-bikes)
3. People using public transport (bus, coach, rail and community transport)
4. People using shared transport (car clubs, car pooling and car share)
5. Ultra-low emission vehicles, including electric cars and vans (including private, business and taxi and public hire vehicles)
6. Other private motor vehicles, including petrol and diesel cars and vans (including private, business and taxi and public hire vehicles).

Any proposals which provide benefits to modes at the bottom of this hierarchy will need to demonstrate how they also enable greater benefits for higher-priority modes.’

Table 6.3: Core Policy 3 Assessment

ISA Objective	Magnitude	Sensitivity	Significance
Promote regeneration, particularly of deprived areas			
<p>Will it improve socio-economic conditions, particularly in deprived and rural areas through improved transport connections?</p> <p>Policy CP3 may have some impact on improving socio- economic conditions, particularly in deprived and rural areas through improved transport connections. The policy focuses on the prioritisation of transport modes which best deliver against LTP4’s vision. This prioritises active travel, followed by public transport. Individuals in private cars are the lowest priority. This directly tackles existing issues with integrated transport across the region, with poor bus accessibility, poor quality and limited active travel, and poor train reliability. Being able to access the workplace can be a barrier to gaining employment, particularly for those who live in rural or deprived areas so by prioritising active and public transport interventions CP3 may be able to limit this barrier in the long term, which in turn is likely to improve socio-economic conditions for residents. However, the impact of this policy is dependent on how many transport interventions it will result in.</p>	Medium	Medium	Moderate positive

ISA Objective	Magnitude	Sensitivity	Significance
<p>As noted in the Evidence Review this is likely to benefit children, young people, disabled people, and people from ethnic minority groups; who are more reliant on public transport; and young people not in education, employment or training (NEET), students, older people, people living in deprived areas, women, and people from ethnic minorities; who are more likely to be at risk of transport poverty. Older people, disabled people without cars, and deprived people in rural areas may also benefit as there is a higher representation of these groups across the Borough.</p>			
<p>Will it help reduce overall unemployment, particularly long-term and youth unemployment, by removing barriers, improving resilience and enabling growth?</p> <p>Policy CP3 may help to reduce overall unemployment, and in particular long term and youth unemployment, by removing barriers and enabling growth. As outlined above, the policy will prioritise active travel and public transport interventions, which therefore is likely to improve transport accessibility across the borough, including to places of employment, homes, and education. A lack of access to transportation can act as a barrier to gaining and maintaining employment or undertaking educational qualifications. The prioritisation of active and public transport interventions should therefore improve access to employment and education for particular groups who are more likely to rely on public transport or are more likely to be unemployed. These include young people, ethnic minority communities, and disabled people.</p>	Medium	Medium	Moderate positive
<p>Improve accessibility of transport services for all</p> <p>Will it provide reliable and integrated transport accessibility?</p> <p>Policy CP3 may have some beneficial impacts for equality groups through the provision of reliable and integrated transport accessibility. Policy CP3 focuses on the prioritisation of transport modes which best deliver against LTP4's vision. This prioritises active travel, followed by public transport. Individuals in private cars are the lowest priority. This directly tackles existing issues with integrated transport across the region, with poor bus accessibility, poor quality and limited active travel, and poor train reliability. This policy is likely to improve the reliability and accessibility of public and active transport as it will ensure planning and funding is directed towards this end. Access to reliable and integrated transport networks has multiple benefits for different groups, as it can improve rural accessibility; improve transport options for people who cannot or are unable to drive; improve access to education and employment; and furthermore encourage a modal shift which can reduce environmental impacts.</p> <p>As identified in the Evidence Review, certain groups are more likely to benefit from improved transport access including children, young people, disabled people, older people, People from ethnic minority groups, women, and rural communities. Deprived people in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.</p>	Medium	Medium	Moderate positive
<p>Will it provide accessible alternatives to private car travel for all, including disabled, older and vulnerable people?</p> <p>Policy CP3 may have some beneficial impacts for equality groups through the provision of accessible alternatives to private car travel; however these are likely to be indirect. As outlined above, CP3 prioritises active and public transport provision over private car travel in future projects and investments. As a result, there is likely to be an improvement in the provision of accessible alternatives to private car travel, as focus is directed to this area. Accessible alternatives discussed here include transport solutions which are affordable, regular services and available to get people from where they live to where they want to be; as well as the physical accessibility of these solutions.</p>	Low	Medium	Moderate positive

ISA Objective	Magnitude	Sensitivity	Significance
<p>Certain groups are more likely to benefit from improved access to alternatives to private car transport, including disabled people, older people, children, young people, rural communities, and women. People in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.</p>			
<p>Will it reduce severance to address deficiencies and inequalities in access to services, facilities and communities</p> <p>Policy CP3 is likely to have a beneficial impact on reducing severance to address deficiencies and inequalities in access to services and facilities. Prioritisation of public and active transport over private car policies may lead to an increase in frequent, reliable, and accessible transport options to services. Focuses on active travel infrastructure may contribute towards reducing severance by linking communities via new paths and walkways. As outlined throughout this report, there are issues with community severance across the borough, due to poor quality active travel infrastructure and the perception of unsafe roads. Reducing community severance can have beneficial impacts through improved active and public transport provision, improved social inclusion, and improved access to education and employment.</p> <p>Certain groups are more likely to benefit from reduced severance and improved equality of access to services, facilities and communities, including rural communities, particularly people in deprived areas, and older people</p>	Medium	Medium	Moderate positive
Improve affordability of transport services			
<p>Will it affect public transport costs for the user?</p> <p>Whilst the policy text itself makes no reference to the cost of new public transport opportunities for users, the commentary within the Core Strategy identifies that affordable and accessible modes of transport will be prioritised. As such, it is likely that CP3 will have an indirect effect on public transport costs for local people as the prioritisation of affordable transport over individual cars may improve public transport options. However, it will not directly impact the cost of public transport for local people as this is not the aim of the policy.</p> <p>Certain groups are more likely to be impacted by public transport costs, including young people not in education, employment or training (NEET), students, older people, disabled people, women, and people from ethnic minority groups. Disabled people without cars may further benefit as this groups is overrepresented within the population of CW&C.</p>	Minor	Medium	Minor positive
<p>Will it affect motoring costs for the user?</p> <p>It is unlikely that CP3 will impact motoring costs.</p>	N/A		

6.2.4 Core Policy 4

Table 6.4 assesses the equality impacts and significance of Core Policy 4. Core Policy 4 is set out below:

'We will adopt a One System approach to our transport networks, recognising that an individual's journey is often made up of more than one mode. We will look for opportunities to maximise the links between different transport modes to provide seamless, joined up travel throughout the borough.

These links can be:

- Physical (e.g. co-locating services, creating multimodal hubs, or conducting engineering improvements to reduce interchange times)
- Operational (e.g. coordinating bus and rail timetables, enabling joint ticketing solutions, or establishing multi-operator forums such as our Enhanced Partnership to better coordinate services)
- Digital (e.g. combined journey planning or payment platforms)

Ultimately, a ‘joined up’ network is as much a matter of perception as one of engineering or design. The One System approach must feel integrated to those travelling within the borough. This includes the importance of collaboration with government, neighbouring authorities, transport operators and other key stakeholders who manage, operate and oversee parts of the borough’s transport system.’

Table 6.4: Core Policy 4 Assessment

ISA Objective	Magnitude	Sensitivity	Significance
Promote regeneration, particularly of deprived areas			
<p>Will it improve socio-economic conditions, particularly in deprived and rural areas through improved transport connections?</p> <p>CP4 is likely to have a direct and considerable beneficial impact on equality groups through improving socio- economic conditions through improved transport connections. Improved transport connections has a clear and strong link to socio- economic conditions, by improving access to jobs, education, services, and other opportunities. CP4 aims to integrate transport services across the region by adopting a ‘One System’ approach which understands and recognises that people’s journeys are made up of multiple modes of transport and maximises ease of access between these. The policy aims to deliver this integrated transport approach through physical, operational, and digital aspects. It is likely that by improving the integration of public transport services, peoples journeys to work and education are likely to be simplified and improved. It is likely that this will improve access to services and jobs, which may impact socio- economic conditions. However, the success of this policies impact on improving socio- economic conditions will also rely on the delivery of new transport routes, particularly in the more rural and derived areas of the borough.</p> <p>This is likely to benefit children, young people, disabled people, and people from ethnic minority groups; who are more reliant on public transport; and young people not in education, employment or training (NEET), students, older people, people living in deprived areas, women, and people from ethnic minorities; who are more likely to be at risk of transport poverty. Older people, disabled people without cars, and deprived people in rural areas may also benefit as there is a higher representation of these groups across the Borough.</p>	High	Medium	Major positive
<p>Will it help reduce overall unemployment, particularly long-term and youth unemployment, by removing barriers, improving resilience and enabling growth?</p> <p>CP4 is likely to have a direct benefit on equality groups by contributing to a reduction in overall unemployment. As outlined above there is a clear link between transport links and accessing education and employment. The policy will integrate the transport network to maximise links between services and therefore make journeys simpler and easier for users. However, as above the</p>	High	Medium	Major positive

ISA Objective	Magnitude	Sensitivity	Significance
<p>success of this will also rely on the delivery of new transport routes, particularly in the more rural and derived areas of the borough.</p> <p>Certain groups, such as young people, ethnic minority communities, and disabled people are more likely to be unemployed; and therefore may benefit most from simplified, and better integrated public transport which provide reliable access to employment centres. Disabled people without cars may also benefit as there is a higher representation of these groups across the Borough.</p>			
Improve accessibility of transport services for all			
<p>Will it provide reliable and integrated transport accessibility?</p> <p>CP4 is likely to have a direct and considerable beneficial impact on equality groups through providing access to reliable and integrated access to transport. The policy aims to integrate transport services across the region by adopting a 'One System' approach which understands and recognises that people's journeys are made up of multiple modes of transport and maximises ease of access between these. The policy aims to deliver this integrated transport approach through physical, operational, and digital aspects. This policy is likely to improve access to transport by reducing the barriers to transport, such as having to purchase multiple tickets across different platforms, and travel between different modal hubs. Access to reliable and integrated transport networks has multiple benefits for different groups, as it can improve rural accessibility; improve transport options and routes for people who cannot or are unable to drive; improve access to education and employment; and furthermore, encourage a modal shift which can reduce environmental impacts. At present, integrated transport across the borough is poor and inaccessible for many areas.</p> <p>As identified in the Evidence Review, certain groups are more likely to benefit from improved transport access including children, young people, disabled people, older people, people from ethnic minority groups, women, and rural communities. Deprived people in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.</p>	High	Medium	Major positive
<p>Will it provide accessible alternatives to private car travel for all, including disabled, older and vulnerable people?</p> <p>CP4 is likely to have a beneficial impact on providing accessible alternatives to private car travel for all, including disabled, older and vulnerable people. As outlined above, the policy will enable improved access to integrated transport services, through improved physical co-location, better considerations of operations, and integrated digital and ticketing platforms to make travel easier and more convenient for different groups.</p> <p>Certain groups are more likely to benefit from improved access to alternatives to private car transport, including disabled people, older people, children, young people, rural communities, and women. People in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.</p>	High	Medium	Major positive
<p>Will it reduce severance to address deficiencies and inequalities in access to services, facilities and communities?</p> <p>CP4 is likely to have a considerable beneficial impact on reducing community severance to address current deficiencies and inequities in access to services, facilities, and communities. A 'One System' approach to public transport across the region should help the Council to reduce barriers to accessing public and active transport solutions, which can in turn have beneficial impacts in reducing barriers to employment, social activities, education, and services. Enabling easier access to services should reduce severance for rural and deprived communities across the region.</p>	High	Medium	Major positive

ISA Objective	Magnitude	Sensitivity	Significance
Certain groups are more likely to benefit from reduced severance and improved equality of access to services, facilities and communities, including rural communities, particularly people in deprived areas, and older people. Improvements to digital accessibility may reduce 'digital severance' for certain groups, such as older people, disabled people, and people who do not have English as their first language. However, for some older people, who are less likely to be online and may find navigating digital apps very difficult, this may have an adverse impact.			
Improve affordability of transport services			
Will it affect public transport costs for the user? The policy makes no reference to how the policy may impact the cost of the public transport for users and as such it is not possible to assess how the policy may impact on cost for the user. However, if the improvements are too expensive for people to use, the potential benefits listed above may not be realised.	N/A		
Will it affect motoring costs for the user? It is unlikely that CP4 will impact motoring costs.	N/A		

6.2.5 Core Policy 5

Table 6.5 assesses the equality impacts and significance of Core Policy 5. Core Policy 5 is set out below:

'Investment in our highways network will be primarily focused on maximising use of the existing asset (including upgrading it to enable modal shift to sustainable modes), improving resilience to the consequences of climate change, and carrying out essential maintenance activities.

As a general principle, we will not support or promote new road building projects or any project which adds physical highway capacity for general traffic. Such schemes will only be supported where they certain criteria"

Table 6.5: Core Policy 5 Assessment

ISA Objective	Magnitude	Sensitivity	Significance
Promote regeneration, particularly of deprived areas			
Will it improve socio-economic conditions, particularly in deprived and rural areas through improved transport connections? CP5 is unlikely to have any impact on socio- economic conditions through improved transport connections.	N/A		
Will it help reduce overall unemployment, particularly long-term and youth unemployment, by removing barriers, improving resilience and enabling growth? CP5 is unlikely to have any impact on overall unemployment.	N/A		
Improve accessibility of transport services for all			

ISA Objective	Magnitude	Sensitivity	Significance
<p>Will it provide reliable and integrated transport accessibility?</p> <p>CP5 may have an indirect beneficial impact on reliable and accessible transport for equality groups, although this is likely to be limited. CP5 focuses on road infrastructure and maintenance and outlines that future investment will be primarily focused on maximising use of existing roads (such as upgrades to enable modal shift to sustainable modes) and maintenance. As a general principle, new road building projects will generally not be supported.</p> <p>The upgrading and maintenance of roads to facilitate sustainable modal shift may have an indirect impact on the accessibility of reliable and integrated transport as it will enable services to run and expand to better serve local people. As outlined in more detail elsewhere in this report, this may particularly benefit groups who are more likely to rely on public transport, such as children and young people, disabled people, older people, and people from ethnic minority groups; as well as people who may benefit from improved access to services, employment, and education. However, any impact will be indirect and limited, with benefits more likely to be attributed to other policies.</p>	Low	Medium	Minor positive
<p>Will it provide accessible alternatives to private car travel for all, including disabled, older and vulnerable people?</p> <p>CP5 may have an indirect beneficial impact on the provision of accessible alternatives to car travel for equality groups, although this is likely to be limited. As outlines above, CP5 focuses on road infrastructure and maintenance and outlines that in general, new road building projects will generally not be supported.</p> <p>As above, the upgrading and maintenance of roads to facilitate sustainable modal shift may have an indirect impact on the accessibility of alternatives to private car travel as it will enable services to run and expand to better serve local people. However, there is no specific provision within this policy to ensure the physical accessibility of these, Furthermore, the policy notes that any highway schemes it does deliver should include active travel provision. Whilst no reference is made to the physical accessibility of these it is recommended that these are designed in line with accessibility best practice. As older people, disabled people and other vulnerable groups such as children and young people are more likely to use public transport, this may have a beneficial impact on their ability to continue to access these services. However, any impact will be indirect and limited, with benefits more likely to be attributed to other policies.</p>	Low	Medium	Minor positive
<p>Will it reduce severance to address deficiencies and inequalities in access to services, facilities and communities?</p> <p>CP5 is likely to have a small beneficial impact on reducing severance between communities, services, and facilities. The policy states that, for any new highways schemes to go ahead they must also prioritise provision of infrastructure to facilitate safe easy travel by public transport and active travel. Key barriers to uptake of active travel which may contribute to community severance is a perceived poor road safety and poor quality active travel infrastructure. The policy, whilst limited as it overall focuses on a principle of no new highways schemes, will beneficially impact community severance through any highways it does deliver, as it will include new active travel links, which should link communities with each other and services. Some groups are more likely to benefit from reduced severance and improved equality of access to services, facilities and communities. As outlined in the Evidence Review, these include rural communities, particularly older and deprived people, and disabled</p>	Low	Medium	Minor positive
Improve affordability of transport services			
<p>Will it affect public transport costs for the user?</p> <p>CP5 is unlikely to have any impact on public transport costs for the user.</p>	N/A		

ISA Objective	Magnitude	Sensitivity	Significance
Will it affect motoring costs for the user? CP5 is unlikely to have any impact on motoring costs for the user.	N/A		

6.2.6 Core Policy 6

Table 6.6 assesses the equality impacts and significance of Core Policy 6. Core Policy 6 is set out below:

‘We will need to work in partnership with stakeholders, operators and local communities in order to achieve our vision. We will involve the people affected by proposed changes when designing transport policy and services. This includes local residents, businesses, local interest groups and other key stakeholders. In doing so, we will always seek to hear the views of under-represented groups and obtain an accurate and representative picture of the views of the local community as a whole, avoiding being swayed by the vocal minority.

We will also empower and enable communities to take responsibility for their local transport networks where appropriate to do so, offering local communities in both rural and urban areas the opportunity to help shape their neighbourhoods.’

Table 6.6: Core Policy 6 Assessment

ISA Objective	Magnitude	Sensitivity	Significance
Promote regeneration, particularly of deprived areas			
Will it improve socio-economic conditions, particularly in deprived and rural areas through improved transport connections? CP6 may have an indirect beneficial impact on socio- economic conditions through improved transport connections. CP6 outlines that in order to achieve their vision, they must work in partnership with stakeholders, operators, and local communities. The policy follows two principles, both of which will beneficially impact the provision of reliable and accessible transport; firstly, engaging with residents, businesses, and stakeholders when making decisions, and secondly empowering and enabling communities to take responsibility for local transport in their area where possible. Engaging with local communities will allow them to advise on current issues with access to transport and allow the council to better understand how lack of transport access is impacting socio- economic conditions across the region, and target interventions accordingly. However this benefit is reliant on an inclusive, meaningful, and sustained community engagement process which hears from seldom heard groups, and subsequent action and interventions resulting from the process.	Low	Medium	Minor positive
Will it help reduce overall unemployment, particularly long-term and youth unemployment, by removing barriers, improving resilience and enabling growth? CP6 may have an indirect beneficial impact on the reduction of overall unemployment. Similarly to the above, engaging with local communities will the council to better understand how lack of transport access is impacting access to jobs, employment, and services across the area and target interventions accordingly. However this benefit is reliant on an inclusive, meaningful,	Low	Medium	Minor positive

ISA Objective	Magnitude	Sensitivity	Significance
and sustained community engagement process which hears from seldom heard groups, including those groups who are more likely to be unemployed, and subsequent action and interventions resulting from the process.			
Improve accessibility of transport services for all			
Will it provide reliable and integrated transport accessibility?	Medium	Medium	Moderate positive
Will it provide accessible alternatives to private car travel for all, including disabled, older and vulnerable people?	Medium	Medium	Moderate positive
<p>CP6 is likely to have a beneficial impact on the provision of reliable, integrated, and accessible transport alternatives to private car travel for equality groups living across the CW&C region. CP6 outlines that in order to achieve their vision, they must work in partnership with stakeholders, operators, and local communities.</p> <p>Engaging with local communities should contribute towards a reliable and integrated transport network, as it will enable local communities to advise on their transport needs, and enable the council to better understand how the network can work for local people. Empowering and enabling local communities to take responsibility for their local area, if implemented well and with the correct support and necessary capacity building, could empower communities to deliver transport to meet gaps in regional services, such as through 'on-demand' transport options. It would be important to ensure 'seldom' heard groups are properly integrated into the engagement process to ensure accurate and proportionate findings for local people.</p> <p>As outlined previously in this assessment, improved access to reliable transport may differentially benefit groups such as children, young people, disabled people, older people, people from ethnic minority groups, women, and rural communities. Deprived people in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C. Overall, any beneficial impacts on different equality groups as outlined here will depend on the success of the policies in engaging with communities and stakeholders in an inclusive and accessible way which ensures everybody is able to participate; and ensuring that future policies are designed in a way which reflects the needs of the community.</p>			
Will it reduce severance to address deficiencies and inequalities in access to services, facilities and communities?	Medium	Medium	Moderate positive
<p>CP6 may have a beneficial impact on reducing severance to improve access to services, facilities and communities. As outlined above, the policy aims to improve public transport by engaging with residents, businesses, and stakeholders when making decisions, and secondly empowering and enabling communities to take responsibility for local transport in their area where possible. Engagement with local communities and businesses; and empowering local communities to take control of their transport needs may reduce severance by increasing the accessibility of these services and work for different communities. Furthermore, by understanding where communities experiencing severance are, the Council can direct interventions where it is needed most. Young people, ethnic minority communities, rural communities and disabled people are likely to be impacted by this policy. However, overall the impact of CP6 on severance is likely to be very limited, as it does not address the key barriers which may exist between communities and the services and facilities they need to access</p>			
Improve affordability of transport services			
Will it affect public transport costs for the user?	Low	Medium	Minor positive
<p>CP6 may have an indirect impact on public transport costs for the user, if this is raised during consultation and changes are subsequently implemented. Groups who could benefit from this include young people, older people, women, people from deprived areas, people from ethnic minority groups and disabled people. However the potential for this impact is dependent on</p>			

ISA Objective	Magnitude	Sensitivity	Significance
the success of the engagement being conducted in an inclusive and accessible way which ensures everybody is able to participate; and ensuring that future policies are designed in a way which reflects the needs of the community.			
Will it affect motoring costs for the user? It is unlikely that CP6 will affect motoring costs for the user.	N/A		

6.2.7 Core Policy 7

Table 6.7 assesses the equality impacts and significance of Core Policy 7. Core Policy 7 is set out below:

'In developing, assessing and designing transport projects, networks and policies, we will seek to ensure that new proposals:

- Protect environmentally important landscapes (such as wildlife habitats and peatland), and heritage sites.
- Enhance inclusivity, health and environmental quality, by creating green spaces and biodiverse habitats, ensuring new schemes deliver biodiversity net gain, improving access to nature, using nature-based solutions to improve climate resilience, facilitating social interaction and inclusion, and increasing opportunities for physical activity.
- Reduce road danger, public safety concerns, and community severance, to ensure inclusive and accessible transport for all.

All new transport proposals will give due regard to environmental and social considerations, with sustainability appraisals carried out to inform decision-making.'

Table 6.7: Core Policy 7 Assessment

ISA Objective	Magnitude	Sensitivity	Significance
Promote regeneration, particularly of deprived areas			
Will it improve socio-economic conditions, particularly in deprived and rural areas through improved transport connections? CP7 may have an indirect beneficial impact on improving socio- economic conditions for equality groups across CW&C. The policy states that all transport proposals will give due regard to environmental and social considerations; which includes ensuring that new proposals reduce road danger, public safety concerns and community severance. By ensuring that new proposals address these areas, it is likely that there will be an improvement in access between peoples homes and places of	Low	Medium	Minor positive

ISA Objective	Magnitude	Sensitivity	Significance
<p>employment and education. As outlined throughout this report, there are clear links between transportation to employment and socio- economic conditions.</p> <p>As noted in the Evidence Review this is likely to benefit young people, disabled people, and people from ethnic minority groups; who are more reliant on public transport; and young people not in education, employment or training (NEET), students, older people, people living in deprived areas, women, and people from ethnic minorities; who are more likely to be at risk of transport poverty. Older people, disabled people without cars, and deprived people in rural areas may also benefit as there is a higher representation of these groups across the Borough.</p>			
<p>Will it help reduce overall unemployment, particularly long-term and youth unemployment, by removing barriers, improving resilience and enabling growth?</p> <p>CP7 may have an indirect benefit for local equality groups by contributing to a reduction in overall unemployment by removing barriers, improving resilience and enabling growth. As outlined above, by giving due regard to social considerations and community severance it is likely that subsequent transport interventions will create improvements in transport access to places of employment and education, which is likely to help residents gain and maintain employment. Certain groups, such as young people, ethnic minority communities, and disabled people are more likely to be unemployed; and therefore may benefit most from improved access to public transport services which provide affordable and reliable access to employment centres. Disabled people without cars may also benefit as there is a higher representation of these groups across the Borough.</p>	Low	Medium	Minor positive
<p>Improve accessibility of transport services for all</p>			
<p>Will it provide reliable and integrated transport accessibility?</p> <p>CP7 may have a beneficial impact on providing access to reliable and integrated transport for equality groups across CW&C. The policy states that all transport proposals will give due regard to environmental and social considerations; which includes ensuring that new proposals reduce road danger, public safety concerns and community severance. By ensuring that new proposals address these areas, it is likely that CP7 will create a safer road and pedestrian environment for local people and commuters; as well as increasing travel options from people’s homes to where they need to be, reducing severance.</p> <p>As outlined in the Literature Review, certain groups may be differentially impacted by improvements in road and pedestrian safety, as they are more likely to be involved in car and pedestrian collisions, and reduced severance. These include children, young men, older people, disabled people, and people from ethnic minority groups. Some groups may benefit from improvements to public safety, including young people, older people, disabled people, people from minority faith groups and ethnic minority groups, LGBTQ+ groups, women, men and people who live in deprived areas.</p>	Medium	Medium	Moderate positive
<p>Will it provide accessible alternatives to private car travel for all, including disabled, older and vulnerable people?</p> <p>CP7 may have a beneficial impact in providing accessible alternatives to private car travel for all for equality groups, particularly older people and disabled people, through its provision for ensuring new proposals reduce community severance. A reduction in community severance is likely to mean improved access to services, employment, education, and social ties, achieved through improved, frequent, and reliable public transport networks, and better links between communities and services via better and safer active travel provision. Ensuring this aim is considered by transport proposals should mean that projects which offer alternative and accessible modes of transport to private car travel are targeted in areas which experience the most severance. However, it is recommended that any new active travel routes are designed in line with physical accessibility guidance and best practice to ensure everyone is able to use them. Groups who are likely to benefit from</p>	Medium	Medium	Moderate positive

ISA Objective	Magnitude	Sensitivity	Significance
<p>accessible alternatives to private car travel due to a focus on reducing severance include disabled people, older people, children, young people, rural communities, and women. People in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.</p>			
<p>Will it reduce severance to address deficiencies and inequalities in access to services, facilities and communities? CP7 is likely to have a direct beneficial impact on equality groups as a result of reducing severance to address deficiencies and inequalities in access to services, facilities and communities. The policy specifically ensures that all new transport proposals will aim to reduce community severance, thus making it more likely that transport policies and infrastructure is put in place which reduces severance for local communities and ensures all residents are able to access services, facilities, social networks, and education and employment opportunities via public transport.</p> <p>Groups who are likely to benefit from a focus on transport projects aimed at reducing severance include children and young people, disabled people, older people, rural communities and people from ethnic minority groups. People in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.</p>	Medium	Medium	Moderate positive
<p>Improve affordability of transport services</p>			
<p>Will it affect public transport costs for the user? CP7 may affect public transport costs for the user. The policy states that all new transport proposals will have to consider social impacts as part of their development. This should include the affordability impacts of the proposals and examine ways to reduce to costs on the user. Certain groups are more likely to be impacted by public transport costs, including young people not in education, employment or training (NEET), students, older people, disabled people, women, and people from ethnic minorities. Disabled people without cars may further benefit as this groups is overrepresented within the population of CW&C.</p>	Medium	Medium	Moderate positive
<p>Will it affect motoring costs for the user? CP7 is not likely to affect motoring costs for the user</p>	N/A		

7.1.1 Impact on equality groups

The Core Policies could have a transformative impact on the transportation network across the region, which could positively impact a number of equality groups. There is therefore a compelling case for delivery of the LTP in order to deliver the following identified benefits for equality groups:

- Improved access to public transport
- Improved access to active travel
- Improved rural accessibility
- Improvements in community severance and social inclusion
- Improved affordability
- Improved pedestrian and road safety
- Improved access to education and employment

Disabled people, older people, children and young people, women, and people from ethnic minority groups are particularly likely to experience significant beneficial impacts as a result of the successful implementation of these policies. As the population of the region is disproportionately older (a population group which is expected to continue to rise), this group is also expected to experience disproportionate beneficial impacts. Groups who live in rural areas are also expected to disproportionately benefit, as the policies focus on reductions in severance which should specifically target rural areas. Disabled people are also expected to disproportionately benefit, as whilst disabled people are not over-represented in the region, disabled people in the region are less likely to have access to a car.

7.2 Recommendations

In order to maximise the beneficial impacts identified in this assessment, the table overleaf identifies a series of recommendations aligned with each policy. The recommendations were fed back to the Council and incorporated in the final draft of the Core Strategy. Table 7.2 presents the recommendations and how these have been taken on board in the development of the Core Strategy.

Table 7.2: Recommendations

Core Strategy	Recommendations	Council Response
CP1	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
CP2	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
CP3	<ul style="list-style-type: none"> • In line with the highest prioritisation of modal transport being people walking or wheeling; ensure all active and public transport is accessible physically. 	<ul style="list-style-type: none"> • The Council have added this recommendation to CP3
CP4	<ul style="list-style-type: none"> • Ensure that changes as part of the move towards a 'One System' approach to transport are made in consultation with local residents, user groups, and equality groups • Ensure any digital solutions are fully accessible for all users, including people with visual impairments. • Integrate affordability of public transport as a specific target of the 'One System' approach • Enable integration of travelcards and other discounted travel policies into the new digital approach to increase uptake 	<ul style="list-style-type: none"> • The Council have integrated all recommendations into the wording of CP4 and within the relevant Policy Papers.
CP5	<ul style="list-style-type: none"> • Ensure that any upgrades made to the highway network to enable modal shift to sustainable modes are fully accessible for all users, including the physical accessibility of active travel networks • Ensure that the principle of diverting funds from new road building does not inadvertently contribute to continued severance for rural communities. 	<ul style="list-style-type: none"> • The Council have integrated these recommendations into the wording of CP5 and within the relevant Policy Papers.
CP6	<ul style="list-style-type: none"> • Ensure engagement and consultation with local residents, groups, and stakeholders is inclusive and meaningful. This includes engaging in two way dialogue with stakeholders, holding inclusive and accessible events, targeting seldom heard groups, and ensuring all materials are fully accessible for everyone, including the availability of translated materials 	<ul style="list-style-type: none"> • The Council have integrated these recommendations into CP6.
CP7	<ul style="list-style-type: none"> • Ensure Equality Impact Assessments are completed for new transport projects, networks, and policies • Ensure the social reviews of all policies also consider the affordability of the projects, and considers what could be done to make public transport cheaper for users. 	<ul style="list-style-type: none"> • The Council have integrated these recommendations into CP7.

A. Evidence Base

A.1 Access and affordability impacts

A.1.1 Access to public transport

Changes to Local Transport Plans may have the opportunity to change access to public transport. Changes in public transport access might impact equality groups that are more likely to be dependent on public transport such as children, young people, those travelling with children, people from ethnic minority groups, disabled people, and older people for a number of different reasons.

Children and young people are generally more dependent on public transport services due to not being able to access cars independently. **Children** and **young people** are generally more dependent on public transport services due to not being able to access cars independently.⁴ Any change in public transport corridor or the general timing of services may therefore affect the accessibility of public transport services for this group.⁵

People from ethnic minority groups are less likely to own cars and are therefore more likely to be dependent on public transportation.⁶ A survey by Runnymede Trust shows that people from ethnic minority groups are twice as likely to use public transport than white people.⁷ Black people are the groups least likely to have access to a car or van (40%), compared with 33% of people from a Mixed background, 21% of people from an Asian background, and 17% of people from a White Background.⁸ Any changes to accessibility to public transport services are likely to disproportionately impact people from ethnic minority groups.

Disabled people generally have fewer travel options compared to non-disabled people. In total, approximately 38% of all people with mobility difficulties are drivers, and approximately 40% have no access to a private vehicle at all. Therefore, disabled people are more reliant on public transport.⁹

As shown by national data, as people get older, they make fewer trips in general. People walk and cycle less and spend less time in the car, but from the age of 50, start taking more trips on the bus. Research undertaken by the University of Chester's Centre for Aging and Mental Health in 2020 on the travel patterns of older people identified that, despite overall falling bus usage across the district, two thirds of older residents regularly use bus services and are more likely to travel by bus than any other age group.¹⁰

Furthermore, research shows that **women** tend to have a higher proportion of non-radial journeys for personal business, shopping and accompanying children, and women generally make shorter, but more frequent journeys when compared to men.¹¹

⁴ Department for Transport (2013): 'Valuing the social impacts of public transport'

⁵ Department for Transport (2013): 'Valuing the social impacts of public transport'

⁶ Government Office for Science (2019): 'Inequalities in mobility and access in the UK transport system'

⁷ Runnymede Trust (2020): 'Over-exposed and under-protected: the devastating impact of COVID-10 on ethnic minority communities in Great Britain'

⁸ UK Government (2023): 'Car or Van ownership'. Available at: [ethnicity-facts-figures.service.gov.uk](https://www.ethnicity-facts-figures.service.gov.uk)

⁹ Government Office for Science (2019) 'Inequalities in mobility and access in the UK transport system'

¹⁰ University of Chester Centre for Aging and Mental Health (2020): 'Age- friendly Cheshire West Baseline Assessment Report'. Available at: [AF-Baseline-assessment-2020-Final-Version.pdf](#)

¹¹ TfL (2012): 'Understanding the travel needs of London's diverse communities- Women' Available at: [women.pdf](#) ([tfl.gov.uk](https://www.tfl.gov.uk))

Research also suggests that the associated increase in active travel that use of public transport is associated with can have a public health impact on obesity, particularly for **men**.¹²

A.1.2 Access to active travel

Changes to local transport policies can change and improve active travel provision, routes, and support, which may impact children, young people, older people, disabled people, people from ethnic minority groups and people who live in deprived areas.

Children and young people are likely to benefit from improved health outcomes, as participation in active travel can reduce childhood obesity and improve cognitive development. **Older people, disabled people and people from ethnic minority groups** are less likely to travel by active travel methods.

Currently nearly 60% of all journeys are made by car across CW&C. However, walking is the most popular mode of transport for short trips of under one mile. The promotion of sustainable transport and active travel encourages the use of healthier and more environmentally friendly modes of travel such as walking, cycling and using public transport. Active transport, such as walking and cycling, can also reduce air pollution by providing an alternative to pollution emitting vehicles. According to DfT, active transportation based on thoughtful urban design can create active, healthier, and more liveable communities.

A.1.3 Rural accessibility

Literature indicates that in rural areas access to public transport can be poorer than in urban areas, resulting in barriers to accessibility and social inclusion. Whilst rural dwellers do not differ from urban dwellers in their need or willingness for social activities and inclusion, poor public transport opportunities in rural areas can have a considerable impact on how rural dwellers travel and which activities and places they can access. Research shows that travel by private vehicle plays a key role in participating in everyday activities in rural communities. This is due to a combination of time restriction, habit, and a lack of services and public transport provision.

A study by the Department for Environment Food & Rural Affairs in 2019¹³ found differences between the time taken within rural and urban communities to travel to key community facilities. The research found that the average minimum travel time to a hospital was little over one hour in rural areas, compared with little over half an hour in urban areas. Similarly, fewer than half the users living in rural areas had access to places with 5,000 or more jobs compared with 91% of users in urban areas. This research outlines the transport disadvantage rural communities face with regards to their proximity to community amenities.

Research conducted in 2023 identified that evening and nighttime public transport services are particularly poor outside of London, and overall rural bus services across England and Wales have dropped by 52%.¹⁴ A concentration on Monday- Friday daytime services can limit access to employment and leisure purposes.¹⁵ Groups who are likely to be impacted in general by poor access to public transport, such as young people, disabled people, older people, and people from ethnic minority groups are therefore likely to experience further severance and adverse impacts of poor accessibility if they live in rural areas.

¹² Hamer M, Chida Y. (2008) Active commuting and cardiovascular risk: a meta-analytic review. *Prev Med*

¹³ DEFRA (2022): 'Rural Accessibility 2019- by Car, Walking and Public Transport'. Available at: [Rural Accessibility 2019 - by Car, Walking and Public Transport - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/106442/Rural_Accessibility_2019_-_by_Car,_Walking_and_Public_Transport_-_GOV.UK.pdf)

¹⁴ Friends of the Earth (2023) 'How Britains bus services have drastically declined'. Available at: [How Britain's bus services have drastically declined | Policy and insight](https://www.foe.org.uk/news/2023/09/how-britains-bus-services-have-dramatically-declined/)

¹⁵ Campaign for Better Transport (Unknown) 'The Future of Rural Bus Services in the UK'. Available at: [LinkClick.aspx](#)

Aiming to identify issues relating to isolation faced within rural communities, CPRE coordinated a research project with Campaign for Better Transport¹⁶ to outline the increasing presence of 'transport deserts'. Small towns, often surrounded by rural areas, are rarely included within national transport policy and as a result are vulnerable to becoming 'transport deserts', whereby a place is inappropriately served by transport in a way that limits the opportunities of its inhabitants.

Studies have shown that the impacts of transport poverty are worst for **deprived people** in rural areas. This is because low incomes, greater distance to public transport and isolated locations can all be at play, and also exacerbated by low rural population density making public transport difficult to function efficiently in these areas.¹⁷

Age UK outline that cuts to bus services within rural areas can have isolating impacts upon older people, with inconsistent bus timings restricting social mobility. Irregular buses mean that individuals may be unable to participate in community activities, which can cause adverse effects to **older people's** physical and mental wellbeing. Irregular services can also disproportionately impact the sense of security for older people within rural areas, as they feel unsafe while waiting for buses to arrive for a long period of time.¹⁸ Similarly, Ahern and Hine (2012)¹⁹ found that although local bus services are valued by **older people** within rural areas, there is a widespread perception that they are not a reliable or accessible form of transport. This research also points to the fact that the car dependent lifestyle of **men** can mean that older men in rural areas are less prepared or confident using alternative modes of transport compared to older women.

A.1.4 Changes in community severance

Changes to public and private transport usage as a result of changes to transport policy has the potential to change traffic levels and vehicle movements, potentially resulting in changes to congestion and severance. This represents both a potential issue and opportunity. Community severance is defined as the separation of people from goods, services, and each other by busy roads or other transport infrastructure.²⁰ Any potential increase in traffic is associated with severance for both pedestrians and road users, which can differentially impact **children, older people and disabled people**, who are more likely to be pedestrians.²¹ On the other hand, modal shift away from private car use could significantly reduce severance.

Community severance can have physical, social, and psychological dimensions:

- Physical barriers - such as the introduction of new traffic infrastructure
- Psychological or perceived barriers - such as traffic noise or road safety fears
- Social impacts - such as the disruption of 'neighbourhood lifestyle' or inhibition of social interaction

¹⁶ Campaign for Better Transport (2020): 'Transport deserts' Available at: [CfBT-Transport-Deserts-Feb-2020-web-spreads.pdf \(cpre.org.uk\)](https://www.cpre.org.uk/wp-content/uploads/2020/02/CfBT-Transport-Deserts-Feb-2020-web-spreads.pdf)

¹⁷ NatCen Social Research (2019): 'Transport and inequality: An evidence review for the Department for Transport'. Available at: [Transport and inequality \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/421112/transport-and-inequality-evidence-review.pdf)

¹⁸ Age UK (no date): 'Missed opportunities: the impact on older people of cuts to rural bus services'. Available at: [rb_may13_bus_services_in_rural_areas.pdf \(ageuk.org.uk\)](https://www.ageuk.org.uk/_media/ageuk/documents/130517rb_may13_bus_services_in_rural_areas.pdf)

¹⁹ Ahern, A., and Hine, J. (2012): 'Rural transport- Valuing the mobility of older people.'

²⁰ Higgsmith, et al (2022): 'Community severance and health – A novel approach to measuring community severance and examining its impact on the health of adults in Great Britain, Journal of Transport & Health, Volume 25, (<https://www.sciencedirect.com/science/article/pii/S2214140522000408>)

²¹ Hiscock, R. and Mitchell, R (2011) 'What is needed to deliver places that provide good health to children?' ; DfT (2017): Health impact analysis for the draft Airports National Policy Statement'

As outlined above, children, older people, and disabled people are therefore most at risk from adverse impacts of community severance. Changes to road safety and the road environment can make it difficult to access facilities and networks; whilst a lack of accessible public transport may exacerbate this for these groups.

Community severance may also adversely impact groups who are at risk of social exclusion or already experience other barriers to accessing services and employment. By adding further barriers to travel and access, there may be adverse impacts on groups who are more likely to be unemployed; or who are more at risk of social exclusion

A.1.5 Physical accessibility of public transport

Changes to transport policies may impact on the physical accessibility of public transport.

Disabled people, particularly those with mobility impairments or who use wheelchairs, are especially likely to have concerns and be adversely impacted by poor accessibility of transportation. For example, the Department for Transport Accessibility Action Plan consultation highlighted specific concerns regarding wheelchairs on buses, including bus wheelchair spaces being designed to accommodate a reference-sized wheelchair which can be smaller than most modern wheelchairs; difficulty in manoeuvring into designated spaces; and a lack of driver consideration of wheelchair users, such as drivers lacking confidence in resolving disputes over wheelchair space.²²

The positioning and availability of handrails was also key for those with mobility or stamina-related impairments; whilst disabled **people with hearing impairments** described difficulties communicating with drivers, due to the glass covering drivers' booths, which was problematic where buses did not have AV information. Moreover, research undertaken by RNID indicates that 73% of those surveyed said background noise on a bus affected their ability to communicate with bus drivers and 80% said the same about trains. Two-fifths of respondents said a lack of working hearing loop systems affected their ability to communicate with staff on-board the vehicle.²³

The ability to safely board and travel public transport vehicles is also vital in ensuring they are accessible for **older people**. Of particular concern is overcrowding, which can negatively impact the health and wellbeing of older people as it can make it difficult to breathe, whilst other commuters pushing on crowded vehicles can place older people at risk of injury.²⁴

A.1.6 Affordability

Changes to transport policy could have an impact on the affordability of public transport, with an opportunity for affordability to be improved. Transport costs and affordability are central to the impact of transport on empowerment, education and employment. Research indicates that cost is a key obstacle to the use of transport, and that there is a strong relationship between income and the type of transport used.²⁵ If public transport is too expensive, this can act as a barrier to work, education and training opportunities which could support with social mobility and inclusion.

²² Department for Transport (2018): 'Accessibility Action Plan: summary of responses to the consultation on the draft plan' Available at: <https://www.gov.uk/government/publications/accessibility-action-plan-consultation-summary-of-responses/accessibility-action-plan-summary-of-responses-to-the-consultation-on-the-draft-plan>

²³ RNID (2019) 'On the right track? Transport experiences of people who are deaf or have hearing loss' Available at: [Transport-Survey-2018_report.pdf](https://www.rnid.org.uk/Transport-Survey-2018-report.pdf) (rnid.org.uk)

²⁴ Age UK (unknown): 'Age-friendly London: Transport'. Available at: <https://www.ageuk.org.uk/london/projects-campaigns/age-friendly-london/transport/>

²⁵ NatCen Social Research (2019): 'Transport and inequality: An evidence review for the Department for Transport'. Available at: [Transport and inequality \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/421111/transport-and-inequality-evidence-review.pdf)

Transport poverty refers to those who have difficulty in, or are unable to make necessary journeys. A key part of its definition is low income, with research showing that **those on lower incomes** use buses more frequently than those on high incomes, whilst those with higher incomes use cars and trains more than those on lower incomes. This is chiefly because bus travel is generally cheaper than using trains or car ownership.²⁶

Studies have shown that **young people** not in education, employment or training, **students, older people, women** and **people from ethnic minority groups** are particularly at risk of transport poverty, with adults from Asian, Black or other ethnic groups taking substantially fewer trips per person in 2017 than those from white or mixed ethnicity groups.²⁷ Moreover, research has shown that **disabled people** have lower levels of social contact, with transport affordability cited as a barrier (15%).²⁸

A study by Titheridge et al (2014) highlighted the importance of affordable transport for **young people from deprived backgrounds**. The research showed that higher education students from lower income backgrounds may face barriers to full participation in academic and social activities as a result of being unable to make the required journeys. This is in part because many of these students are unable to use discounted travel cards as they may not be able to afford the required one-off upfront payment.²⁹

Moreover, research has shown that over 30% of **young people** who were not in education, employment or training would have engaged in work or training opportunities following Year 11 at secondary school had they received support with transport costs.³⁰ Abrantes et al (2013) found that affordable and available bus services enable students to have more choice about where to study, rather than basing their decision mainly on the costs associated with transport.³¹

The UK Women's Budget Group (WBG 2018) showed that cuts to subsidised bus services can have a disproportionate impact on **women** since they make more frequent bus journeys than men. Women are more likely to engage in part-time work and more likely to have caring responsibilities than men. These responsibilities may require them to make multiple short journeys during a day, and therefore their transport needs may not be adequately met by services which are steered by traditional commuter hours of morning and late afternoon/evening.³²

There are also affordability challenges with owning, taxing, insuring and running a car. People can be 'locked in' to car ownership to access employment and other services as no other feasible options exist. If affordable public transport provision improves, those who are only able to access employment and services via car may have viable and cheaper alternatives.

²⁶ Department for Transport (2017): 'Impact of the local sustainable transport fund: Summary report' Available at: [Impact of the Local Sustainable Transport Fund: summary report - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/628482/Impact_of_the_Local_Sustainable_Transport_Fund_summary_report_-_GOV.UK.pdf)

²⁷ Titheridge, H., Christie, N., Mackett, R., Ovideo H., D. and Ye, R. (2014): 'Transport and Poverty: A review of the evidence. UCL Transport Institute.' Available at <https://www.ucl.ac.uk/transport-institute/pdfs/transport-poverty>

²⁸ Office for National Statistics, Office for Disability Issues and Department for Work and Pensions (2015): 'Life opportunities survey: wave 3 results'

²⁹ Titheridge, H., Christie, N., Mackett, R., Ovideo H., D. and Ye, R. (2014): 'Transport and Poverty: A review of the evidence. UCL Transport Institute.' Available at <https://www.ucl.ac.uk/transport-institute/pdfs/transport-poverty>

³⁰ Titheridge, H., Christie, N., Mackett, R., Ovideo H., D. and Ye, R. (2014): 'Transport and Poverty: A review of the evidence. UCL Transport Institute.' Available at <https://www.ucl.ac.uk/transport-institute/pdfs/transport-poverty>

³¹ Abrantes, P., Fuller, R. and Bray, J. (2013): 'The case for the urban bus: The economic and social value of bus networks in the metropolitan areas.' Available at <http://www.urbantransportgroup.org/system/files/generaldocs/pteg%20Case%20for%20bus%20report%20FINAL.pdf>

³² Women's Budget Group (2018): 'Public transport and gender: Briefing from the UK Women's Budget Group on public transport and gender'. Available at: <https://wbg.org.uk/analysis/2018-wbg-briefing-transport-and-gender/>

A.2 Impacts on road users

A.2.1 Changes to road safety

Changes to transport policy presents an opportunity to improve road safety in the CW&C area. Road safety encompasses collisions on the road between vehicles, but also between vehicles, pedestrians and other road users. It also considers other road features, such as pedestrian crossings, that influence the safety of pedestrians. Overall, **children, young people, older people, disabled people, men and those who live in deprived areas** are more likely to be affected by any changes in road safety.

In 2016, 25% of all pedestrian casualties were **children**. In the same year, 29 out of 34 child fatalities occurred in urban areas. This clearly shows that urban areas are where children are most at risk of being involved in a road related accident.³³ Research also shows that there is a rise in the number of collisions between the ages of 9 and 12. This could be linked to children becoming more independent at that age such as playing outside without supervision, or travelling short distances independently, such as walking to school.³⁴

Research by Brake found that faster speed limits affect people's perceptions of danger and can be a determining factor in people choosing not to walk or cycle on their journeys.³⁵ For example, deaths and serious injuries have been reduced by 43% after the introduction of 20mph zones alongside traffic calming measures.³⁶ **Children** cannot judge the speed of vehicles going above 20mph which can result in children believing that it is safe to cross when it is not. A 20mph speed limit also gives drivers a much-improved chance of stopping in time for a child who crosses the road³⁷.

Young people aged 17 to 24 represent over 20% of drivers killed or seriously injured in road traffic collisions, despite accounting for just 7% of driving license holders³⁸. Drivers aged 17 to 19 are 30% more likely to be involved in an accident than drivers aged 40 to 49³⁹. Research by road safety charity Brake highlights that young drivers are more likely to take serious risks including speeding, overtaking on blind corners, driving on drugs and not wearing a seatbelt.⁴⁰

Safety concerns relating to **older people** often focus on road crossings, as highlighted in research by Age UK.⁴¹ The concerns raised highlight that crossings do not allow enough time for older people to cross safely. For example, pelican crossings assume that pedestrians cross at a rate of 1.2 meters per second, however when considering men and women over the age of 65, 76% of men and 85% of women walk at a slower speed.⁴² This data shows that pelican road crossings often do not accommodate for those who may require extra time to cross.

Pedestrian safety among **older people** is reduced from the age of 60. Research shows that 40% of pedestrian deaths are among people aged 60 and over. The risk of being involved in a road casualty increases for people between the ages of 70 and 79, and increases substantially from age 80 onwards⁴³. Road collisions where the driver is elderly have also been shown to be more likely to result in death or severe injury.⁴⁴ Data from 2017 shows that drivers who are aged

³³ RoSPA (2018): 'RoSPA pedestrian safety policy paper'

³⁴ Ibid

³⁵ RoSPA (2016): 'Inappropriate vehicle speed'

³⁶ British Medical Journal (2009): 'Effect of 20mph traffic speed zones on road injuries in London 1986 – 2006'

³⁷ Brake (2017): 'Speed limits in communities: Key facts'

³⁸ DfT (2018): 'Reported road casualties Great Britain: 2017 annual report'

³⁹ DfT (2015): 'Reported road casualties Great Britain: 2014 annual report'

⁴⁰ Brake and Direct Line (2012): 'Young drivers'

⁴¹ Age UK (2015): 'The future of transport in an ageing society'

⁴² Ibid

⁴³ RoSPA (2018): 'RoSPA pedestrian safety policy paper'

⁴⁴ TRL (2018): 'Data gathering on disability and driving statistics: Summary report'

70 and over and who were involved in a 'killed or seriously injured' (KSI) road traffic accident, 13% died. This fatality rate is the highest when compared to all other age groups.⁴⁵

Disabled pedestrians with reduced mobility may take longer to cross roads and, as noted above, this raises issues with how pedestrian crossings accommodate people who have slower mobility. Research has also shown that people who are in wheelchairs, using crutches or have other mobility impairments are likely to feel more vulnerable and are therefore more likely to choose to cross roads at designated crossings.⁴⁶ There is no evidence to show that private vehicle collisions for disabled people differ to those of people who are not disabled, yet road collisions involving drivers with pre-existing medical conditions are more likely to result in serious injury or death.⁴⁷

Recent research also highlighted that **disabled people** are more likely to be involved in a pedestrian collision than their non-disabled counterparts. The risk is said to be higher for several reasons including those with learning disabilities potentially experiencing difficulties in making good judgements about safety, such as when it is safe to cross a road. Those with a sight or hearing impairments may also experience challenges when anticipating the actions of other road users. Also, UK and international groups representing the visually impaired have raised concerns regarding electric vehicles. The low noise levels generated by electric vehicles can pose an increased risk to visually impaired pedestrians.⁴⁸

Data released by DfT shows that in 2017, 62% of casualties (driver and pedestrian) in the 17 to 24 age group were **male**.⁴⁹ This data is supported by the road charity Brake which has reported that, in Britain, men account for 74% of road traffic deaths, 70% of serious injuries and 59% of slight injuries from the roads. Male drivers account for 95% of convictions for deaths caused by dangerous driving.⁵⁰

A 2018 study into pedestrian safety revealed that **children who live in deprived areas** are at a greater risk of being involved in a road related accident when compared to other children.⁵¹ Children living in the most deprived quintile are six times as likely to be involved in an accident than those living in the least deprived quintile.⁵² This data highlights the disparity in road safety between deprived areas and areas that are more affluent. A University College London research report also focussed on the lack of safety and public security in deprived areas. The report states that those living in deprived areas may fear that they are exposed to high levels of traffic risk, such as illegal and hazardous driving (speeding, parking on pavements, driving aggressively). Deprived communities may also view the dangerous behaviour as exacerbated by the perceived lack of visible enforcement.⁵³

A.2.2 Changes to the pedestrian environment

Changes to public, private, and active transport usage as a result of changes to transport policy presents an opportunity to improve the pedestrian environment.

Changes to the pedestrian environment may impact several protected characteristic groups including **disabled people, children, ethnic minority groups, older people, adults in deprived areas, and women**. **Disabled people** can experience challenges in accessing community resources, services and social interaction when compared to other sections of the

⁴⁵ Road Safety Observatory (date unknown): 'Older drivers'

⁴⁶ TfL (2018): 'Pedestrian safety literature review'

⁴⁷ TRL (2018): 'Data gathering on disability and driving statistics: Summary report'

⁴⁸ RoSPA (2018): 'RoSPA pedestrian safety policy paper'

⁴⁹ DfT (2018): 'Reported road casualties in Great Britain: 2017 annual report'

⁵⁰ Ibid

⁵¹ RoSPA (2018): 'RoSPA pedestrian safety policy paper'

⁵² Ibid

⁵³ UCL (2014): 'Transport and poverty: A review of evidence'

population⁵⁴. This may be due to challenges in navigating the physical environment and pedestrian routes. Any change in pedestrian infrastructure therefore has potential to make people with mobility challenges less independent⁵⁵. Evidence also suggests that having a sensory impairment or a disability can be a further barrier in accessing bus stops or the pedestrian environment around many bus stops⁵⁶.

In addition, disabled people with a range of learning and physical impairments, state that a reason for their lack of activity is due to the inaccessibility of the pedestrian environment, particularly road crossings where evidence shows they feel particularly vulnerable⁵⁷. The timing of crossings, a lack of working crossings and the absence of dropped kerbs are all cited as barriers, and uneven surfaces increase the chance of falling for people with reduced mobility. For wheelchair users' obstructions such as advertising boards or bins can make the pedestrian environment particularly challenging⁵⁸. The pedestrian environment should be maintained in a way that supports the independent travel and mobility of disabled people to ensure they have equal access to participation in active travel.

Children, along with older people, are more dependent on walking than any other age group⁵⁹. Children's limited choice of travel mode means they are more likely to be pedestrians. However, pedestrian injury is the leading cause of accidental death among children in the UK, with an average of one death and 37 seriously injured children every week due to pedestrian collisions⁶⁰. There are many health benefits for young people and children who take part in active travel, such as a reduction in obesity and longer term health risks⁶¹. Promoting active travel among children also aids development of certain cognitive, motor and physical skills, vital for a child's growth⁶².

With age, people are increasingly likely to give up driving due to loss of sensory cognition such as eyesight and reaction time. **Older people** are therefore more likely to travel on foot to access social contacts and interact with their community in their daily lives. Research findings from a cross-sectional study on ageing and pedestrian behaviour in the UK show that the majority of older pedestrians are unable to cross the road both in good time and safely⁶³. According to the same study, 93% of women and 84% of men aged 65 years and above could either not walk safely or had a walking speed which was too slow to cross the road in good time. Therefore, older people are generally considered to be one of the most at-risk pedestrian groups⁶⁴.

In terms of the pedestrian environment, the upkeep of streets and the design of the environment were mentioned as common barriers older people faced when using the public realm. Uneven surfaces, steep hills and a lack of places to rest have been cited in research as reasons older people feel anxious about walking⁶⁵. Further research has highlighted other physical barriers

⁵⁴ Office for National Statistics (2015): 'Life opportunities survey'

⁵⁵ NatCen (2019): 'Transport, health and wellbeing: an evidence review for the Department for Transport'

⁵⁶ Social Exclusion Unit (2003): 'Making the connections; final report on transport and social exclusion'

⁵⁷ Living Streets (2016): 'Overcoming barriers and identifying opportunities for everyday walking for disabled people'

⁵⁸ *ibid*

⁵⁹ British Youth Council (2012): 'Transport and Young People'

⁶⁰ DfT (2018): 'Reported road casualties in Great Britain: 2017 annual report'

⁶¹ WHO (2011): 'Health co-benefits of climate change mitigation: Transport sector'

⁶² *ibid*

⁶³ Tournier et al (2016): 'Review of safety and mobility issues among older pedestrians' Available at: <https://core.ac.uk/download/pdf/191699946.pdf>

⁶⁴ *ibid*

⁶⁵ TfL (2016): 'Older Londoners' perceptions of London streets and the public realm: Final report'

such as high kerbs and holes in pavements as challenges faced by older people in accessing the public realm⁶⁶.

There is some disparity when looking at figures for people from an **ethnic minority background** in relation to walking and cycling. People from a mixed ethnicity background were most likely to walk for travel once a week, while White British were the least likely. However, when this is compared to walking for leisure, the probabilities were reversed⁶⁷.

Evidence shows that **women** are more likely to walk for travel than men, and this is most significant for women aged between 30 – 39 years, where women make up to four times more walking trips than men. One suggestion for this is that women, in heterosexual relationships, are more likely to walk with their children to school than their male partners⁶⁸.

Adults living in deprived areas are less likely to walk for leisure than people living in less deprived areas, however, they are more likely to walk for travel, perhaps a result of barriers to accessing public transport⁶⁹. For people living in deprived areas who do not have access to private transport, walking and cycling can provide a cost-effective mode of transport while at the same time improving health and wellbeing. However, walking and cycling environments need to be welcoming and accessible for this to occur more frequently⁷⁰. Providing good cycling environments is particularly important for those who do not have access to other forms of transport⁷¹. Improved cycle links to key amenities, employment and education will increase the mobility of people living in deprived areas.

A.3 Inclusion and empowerment

A.3.1 Social inclusion

The LTP4 presents an opportunity to improve social cohesion for local people. Access to transport can help facilitate social networks and improve access to social and recreational facilities and activities. Research indicates that it can also promote self-esteem, health and wellbeing through leisure, travelling and simply “leaving the house for its own sake”⁷². Consequently, improved access to public transport can be key for those with less physical mobility or access to private vehicles. This can particularly impact **disabled people, including families with disabled children, and older people**.⁷³

A.3.2 Empowerment through access to education and employment

Providing better connectivity to employment and educational opportunities has the potential to benefit the economy and empower different groups through enabling access to these services.

There is a disparity in employment rates between **disabled people** and non-disabled people. Data from August 2020 indicates that 54% of disabled people were employed, while the

⁶⁶ Wennberg, H. Phillips, J. and Stahl, A. (2017): 'How older people as pedestrians perceive the outdoor environment: Methodological issues derived from studies in two European countries'

⁶⁷ DfT (2018): 'Walking and cycling statistics, England 2017'

⁶⁸ *ibid*

⁶⁹ DfT (2016): 'Cycling and walking investment strategy'

⁷⁰ WHO (date unknown): 'Sustainable development: Transport'

⁷¹ Aldred, R. (2015): 'Pedalling towards equality?'

⁷² Musselwhite, C. B. A. and Haddad, H. (2010) Mobility, accessibility and quality of later life Quality Ageing and Older Adults 11(1) 25– 37

⁷³ House of Commons Transport Committee (2013-14): 'Access to transport for disabled people'

employment rate for non-disabled people was 82%.⁷⁴ Disabled people are generally over a third less likely to be employed compared to their non-disabled counterparts.⁷⁵

Failure to address the barriers to work that disabled people face is a failure to recognise disabled people's contribution, and potential contribution, to the UK's economy and society. A survey conducted by the Office for Disability Issues (ODI) found that 29% of disabled adults who were seeking employment found difficulty with transport to be a key barrier in taking up employment opportunities (compared with 24% of adults who are not disabled).⁷⁶ It is clear that improving accessibility is vital to connect disabled people with employment, training and education opportunities that they currently cannot, or find it difficult to access.

Research shows that youth unemployment has consistently been an issue in the UK for around a decade. The unemployment rate for young people aged 16 to 24 is proportionally higher when compared with other age groups.⁷⁷ Therefore, any improvements to the accessibility of employment opportunities as a result of Mass Transit has the potential to positively impact this group.

People from ethnic minority groups are disproportionately represented amongst the unemployed.⁷⁸ Analysis of national unemployment trends highlights that the rate of national unemployment is typically almost 8% for people from ethnic minority groups compared with 4% White British people.⁷⁹ Therefore, any improvements to the accessibility of employment opportunities as a result of Mass Transit have the potential to positively impact people from ethnic minority groups.

Research shows a disparity in unemployment for young people, ethnic minority communities, disabled people, who are disproportionately represented as unemployed. Potential increase in employment opportunities is therefore likely to benefit these groups more than the average population.

Research shows that young people, ethnic minority communities, and disabled people are disproportionately represented within unemployment numbers. Improvements in access to employment and educational opportunities are therefore likely to benefit these groups more than other sections of the general population.⁸⁰

A.3.3 Safety and security

Changes to transport policy has the potential to improve feelings of personal safety and security on the transport network. Travelling on public transport and its associated infrastructure can influence feelings of personal safety and security. Young people, older people, disabled people, people from minority faith groups and ethnic minority groups, LGBTQ+ groups, women, men and people who live in deprived areas are vulnerable to such changes.

Public transport and associated infrastructure has the potential to change feelings of personal safety and security in both the construction and operation phases. Young people, older people,

⁷⁴ House of Commons (2020): 'Disabled people in employment' Available at: <https://researchbriefings.files.parliament.uk/documents/CBP-7540/CBP-7540.pdf>

⁷⁵ ONS (2019): 'Disability and employment, UK' Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/bulletins/disabilityandemploymentuk/2019>

⁷⁶ Office for Disability Issues (2011): Life Opportunities Survey

⁷⁷ EY Foundation (2016): 'The employment landscape for young people in the UK'

⁷⁸ Runnymede Trust (2016): 'Ethnic inequalities in London: Capital for all'

⁷⁹ UK Government (2019): 'Unemployment: ethnicity facts and figures'

⁸⁰ ONS (2019): 'Disability and employment, UK' Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/bulletins/disabilityandemploymentuk/2019>; EY Foundation (2016): 'The employment landscape for young people in the UK'

disabled people, people from minority faith groups and people from ethnic minority groups, LGBTQ+ groups, women, men and people who live in deprived areas are vulnerable to such changes.

The fear of crime is the anxiety people feel about potentially being a victim of crime. It does not necessarily relate to the probability of being a victim of crime, but instead can be influenced by external factors and narratives.

Research has revealed that **young people** are most likely to be involved in crime on public transport. They are particularly likely to both commit and be victims of low-level disorder and antisocial behaviour. A result of this is that young people are prone to see public transport as a hostile environment.⁸¹

Concern about antisocial behaviour and crime has been found to be a significant barrier to public transport use by **older people**, this is second only to concerns relating to overcrowding.⁸² Older people may also feel more vulnerable at night, this was highlighted by a DfT study that found that older people feel most at risk during 'walking and waiting' elements of their journeys. A proposed solution to this was to increase the use of good quality street lighting to contribute towards a safer travel environment after dark.⁸³ Research has found that older people are concerned about travelling on footbridges, as they are often quieter areas where a greater fear of crime was felt.⁸⁴

Evidence relating to fear of crime for **disabled people** tends to centre around harassment rather than more physical forms of crime. A survey carried out by Muscular Dystrophy UK in 2016 showed that 20% of respondents had experienced harassment or verbal abuse on a bus.⁸⁵

Moreover, perceived safety extends beyond a fear of crime, covering a spectrum of experiences from being 'inconvenienced', feeling 'ill-at-ease' to feeling 'endangered'⁸⁶ There is evidence to suggest that **people from an ethnic minority background** have greater concerns than White people about their personal safety when travelling, particularly at night. It has been highlighted in research that people from an ethnic minority background fear racial attacks when using public transport, potentially causing a barrier to their use of transport networks.⁸⁷ To overcome some of these concerns, it has been found that good quality lighting and the provision of CCTV improves feelings of safety for users.⁸⁸

Women are more likely to have security concerns as pedestrians than men, with almost two-thirds of women in the UK feeling unsafe walking alone.⁸⁹ Moreover 71% of women in the UK have experienced sexual harassment in a public space and only 3% of 18-24 year-olds have not experienced harassment.⁹⁰

⁸¹ British Transport Police Authority (2008): 'Fear of crime and concerns about personal safety on the rail network: Summary of findings from existing research: 2008 update'

⁸² TfL (2013): 'Attitudes to safety and security: Annual report'

⁸³ DfT (2012): 'Transport solutions for older people: Information resource for Local Authorities'

⁸⁴ Ancaes, P. (2014): 'Community severance: Where is it found and at what cost?'

⁸⁵ Muscular Dystrophy UK (2016): 'End of the line'

⁸⁶ World Bank (2020) 'Handbook for Gender-Inclusive Urban Planning and Design'. Available from: <https://www.worldbank.org/en/topic/urbandevelopment/publication/handbook-for-gender-inclusive-urban-planning-and-design>

⁸⁷ DfT (2012): 'Transport for Everyone: An action plan to promote equality'

⁸⁸ Department for Transport (2012): 'Transport for Everyone: an action plan to promote equality'

⁸⁹ Plan International (2016): 'Almost two thirds of women feel unsafe walking alone after dark'

⁹⁰ UN Women (2021): 'Prevalence and reporting of sexual harassment in UK public spaces.' Available from: https://www.unwomenuk.org/site/wp-content/uploads/2021/03/APPG-UN-Women-Sexual-Harassment-Report_Up-dated.pdf

Research shows that the threat of harassment and violence affects women by restricting their lifestyles and freedom to use public space,⁹¹ with studies showing that finding 'the right amount of panic' and taking proportionate precautions to stay safe is a constant struggle for women and girls.⁹² Moreover designing spaces for the 'default male' without a clear strategic focus on gender may impact their use by women and girls, who are more likely to avoid using spaces if deemed unsafe. In contrast, spaces designed with a gendered perspective may be perceived by women and girls as safer, more inclusive and welcoming.⁹³

Walkability of a neighbourhood is also a fundamental factor in influencing the safety perceptions of women, influenced by lighting, clear signage and safety procedures.⁹⁴ Therefore, potential changes in pedestrian environment are particularly likely to affect women.

The transitory nature of public transport is arguably a factor that influences the types of crime that occur within transport networks. **Women** are more likely than men to experience unwanted sexual behaviour while travelling on public transport, and perhaps as a result of this fact, are more likely to experience moments of concern or worry.⁹⁵ Evidence also suggests that women are more likely to exercise caution when travelling. They are more likely to travel on familiar corridors or journeys, and when this is not possible women are more likely to seek advice or do pre-travel research to feel more reassured.⁹⁶ Research published by Neighbourhood Watch draws on a survey that the organisation conducted. The survey highlighted the difference between men and women in terms of feelings of safety and street lighting. When walking in a badly lit neighbourhood, women were considerably more likely to report feeling 'very unsafe' when compared to men; 48% compared to 19%, respectively.⁹⁷

Young men aged 16 to 19, in particular, are more likely to be victims of crime on the public transport network compared to all other groups. Despite this, research has shown that men are less fearful of crime than women. Of types of crime that are feared by men, violent crime, and particularly confrontation and assault by other groups of men, was stated as being one of the most commonly feared crimes.⁹⁸

Feelings of safety are important to consider when looking at pedestrian travel patterns of **LGBTQ+ people**. Hate crimes that related to a person's sexual orientation increased by 25% in England and Wales in the 2018/2019 period.⁹⁹ Evidence also shows that three in ten LGBTQ+ people might choose to adapt behaviour when deciding whether to walk down a certain street.¹⁰⁰ People's sexual orientation is therefore a likely factor in their decisions about the use of specific pedestrian corridors. As a result, any potential changes to pedestrian corridors due to the Bus Station scheme are likely to impact the safety of LGBTQ+ people.

Home Office data shows that hate crimes relating to a person's sexual orientation has increased year on year.¹⁰¹ Although this does not specifically focus on experiences when using public transport, it shows that crime relating to this characteristic are increasing. Research into fear of

⁹¹ Allen, K., Barbin, A., Khan, A. and Ferreira, J. 2022. VAWG in public spaces: Barriers to reporting and impacts on women and girls. Available from: <https://www.britisocrim.org/wp-content/uploads/2022/08/BSCN-Summer-2022-VAWG-in-public-spaces.pdf>

⁹² Vera-Gray, F (2018): 'The Right Amount of Panic' Policy Press

⁹³ World Bank (2020) 'Handbook for Gender-Inclusive Urban Planning and Design'. Available from: <https://www.worldbank.org/en/topic/urbandevelopment/publication/handbook-for-gender-inclusive-urban-planning-and-design>

⁹⁴ Department for Transport (2020) 'TAG Unit A4.1: Social Impact Appraisal'

⁹⁵ TfL (2013): 'Attitudes to safety and security: Annual report'

⁹⁶ Susilo, Y. and Cats, O. (2014): 'Exploring key determinants of travel satisfaction for multi-modal trips by different traveller groups'

⁹⁷ Neighbourhood Watch (2013): 'Street lighting and perceptions of safety survey, November 2013'

⁹⁸ British Transport Police Authority (2008): 'Fear of crime and concerns about personal safety on the rail network: Summary of findings from existing research: 2008 update'

⁹⁹ Home Office (2019): 'Hate crime, England and Wales, 2018/2019'

¹⁰⁰ Bachmann, C and Gooch, B. (2017): 'LGBT in Britain: Hate Crime and Discrimination'

¹⁰¹ Home Office (2018): 'Hate crime, England and Wales, 2017/18'

hate crime found that 26% of **LGBTQ+** people avoid certain streets because they don't feel safe there. This figure doubles for those who have been the victim of a hate crime in the last 12 months.¹⁰² Therefore, it should be noted that people's sexual orientation may factor into people's decisions about particular modes of transport use.

A.4 Environmental impacts

A.4.1 Environmental conditions

Changes to private and public transport usage which may occur as a result of changes to transport policy have the potential to change general environmental conditions which may affect different groups. Environmental conditions likely to be affected include air quality levels, noise exposure and landscape and visual.

Air quality effects

Any change in air quality levels can differentially impact **children, older people, disabled people, those who are pregnant, and people who live in deprived areas** due to particular sensitivity for these groups to air pollution and particulate matter concentrations.

There is a direct relationship between health, air quality and transport infrastructure.¹⁰³ Research undertaken by the Royal College of Physicians estimates that 40,000 deaths every year in the UK are attributable to exposure to outdoor air pollution.¹⁰⁴ According to the Department for Environment, Food and Rural Affairs (DEFRA), "poor air quality is currently the largest environmental risk to public health in the UK".¹⁰⁵ The concentration of air pollutants tends to be highest in towns and cities. Road transport is a major source of emissions such as nitrogen oxide (35% of total) and particulate matter (PM).¹⁰⁶

Children have faster breathing rates and their lungs are still developing which can make them more susceptible to changes in particulate matter concentrations in the air. Children can therefore be negatively affected by reduced air quality. Children are also more likely to spend time outdoors, where changes in air quality and pollution levels tend to be greatest.¹⁰⁷

Guidance published by DEFRA highlights that **older people** are more likely to have respiratory or cardiovascular illness when compared to other age groups, making them more susceptible to the effects of reduced air quality.¹⁰⁸ Those with certain conditions, such as Chronic Obstructive Pulmonary Disorder (COPD), are particularly at risk. COPD occurs most often in older adults and can also affect people in middle age. Older people are also more susceptible to respiratory diseases such as lung cancer, asthma and silicosis.¹⁰⁹

¹⁰² Stonewall (2017): 'LGBT in Britain: Hate crime'

¹⁰³ WHO (2013): 'Review of evidence on health aspects of air pollution (REVIHAAP) scheme: Technical report'

¹⁰⁴ Royal College of Physicians (2016): 'Every breath we take: The lifelong impact of air pollution'

¹⁰⁵ DEFRA (2018): 'Clean air strategy'

¹⁰⁶ DEFRA (2019): 'Air quality: Explaining air pollution – at a glance'

¹⁰⁷ Asthma UK (2020): 'Air pollution and asthma'

¹⁰⁸ DEFRA (2013): 'Effects of air pollution'

¹⁰⁹ DEFRA (2013): 'Guide to UK air pollution information resources'

Disabled people with heart or lung conditions are particularly vulnerable to, and may experience, serious negative health outcomes linked to reduced air quality.¹¹⁰

Those who are **pregnant** living in areas with poor air quality are at risk of giving birth to a baby with a low birthweight, which can lead to an increased risk of the child developing a chronic disease in later life.¹¹¹ Research conducted by Royal College of Physicians indicates that air pollution may negatively impact upon the growth, intelligence and weight of babies in the womb.¹¹²

People who live in deprived areas can be more susceptible to the impacts of air pollution, potentially because they tend to be in poorer health than the rest of the population.¹¹³ The vulnerability of this group may also be because more deprived areas are often closer to busy roads in large urban areas.¹¹⁴ For those living in deprived areas, poor housing, and often a lack of access to green spaces, may also increase their time spent in areas with high levels of air pollution.¹¹⁵

Noise exposure effects

Changes in exposure to noise has been linked to health outcomes for **children, older people and disabled people** and as these groups are vulnerable to such changes, as well as some users of community resources, including churches, use of which is reliant on a quiet environment.

Changes in noise levels in proximity to community facilities used by **children**, such as schools and nurseries, can negatively impact their concentration and long-term cognitive development.¹¹⁶ Longitudinal studies on the impact of unwanted noise on children and infants also show that increased noise exposure can adversely impact children's psychological and physiological wellbeing, sleep quality and long-term memory. Children are especially vulnerable as they may be unable to recognise or cope with dangerous noise levels, and because they are in a critical period of cognitive development and learning.¹¹⁷

Health impacts of increased noise exposure on **older people** include cardiovascular disease, sleep deprivation, stress and anxiety. Prolonged exposure to construction and transportation noise can cause a higher prevalence of cardiovascular disease, stroke and dementia in affected communities. For example, research on noise levels and health outcomes in London shows that older people living near noisy roads may have increased stroke risk.¹¹⁸

Disabled people are also particularly susceptible to change in noise levels. For example, an increase in noise can affect people with learning disabilities by creating challenging behaviours. Individuals with mental health conditions have been found to be especially sensitive to health effects associated with an increase in noise levels such as sleep disturbance, annoyance and stress. Noise may also discourage disabled people from participating in activities outside the home, leading to social isolation.¹¹⁹

¹¹⁰ Ibid

¹¹¹ Franklin et al. (2019): 'Maternal exposure to indoor air pollution and birth outcomes'

¹¹² Royal College of Physicians (2016): 'Every breath we take: the lifelong impact of air pollution'

¹¹³ British Lung Foundation (2016): 'How air pollution affects your children's lungs'; Public Health England (2018) Health matters: Air pollution'

¹¹⁴ Greater London Assembly (date unknown): 'Health and exposure to pollution'

¹¹⁵ Royal College of Physicians (2016): 'Every breath we take: The lifelong impact of air pollution'

¹¹⁶ World Health Organisation (2018): 'Environmental noise guidelines for the European Region'.

¹¹⁷ Stansfeld, S. and Clark, C. (2015) Health effects of noise exposure on children.

¹¹⁸ NHS (2015) 'Elderly living near noisy roads have 'increased stroke risk'

¹¹⁹ NCBI (2016) 'Environmental noise annoyance and mental health in adults: findings from the cross-sectional German health update study'.

Changes to landscape and visual environment

There is potential for changes to the landscape and visual environment as a result of new and changed transport infrastructure being provided. Such changes may impact groups particularly sensitive to the changes in visual stimuli including older people, disabled people and children particularly those with autism.

As people age, visual acuity tends to worsen, increasing the risk of eye disorders such as cataracts.¹²⁰ Due to sensory changes, eyes become more sensitive to glare which can make reflective and shiny surfaces difficult, and even painful, to see clearly.¹²¹ **Older people** are therefore more likely to be more sensitive to light pollution and rapid visual changes around them.

Research has shown that almost 90% of **children with autism** spectrum conditions develop atypical sensory experience, which can involve hypersensitivity to visual stimuli.¹²² This results in more detail-focused perception in people with autism, so that any minor visual change might have detrimental impact on quality of life and socio-psychological wellbeing.¹²³

A.5 Policy Review

This section summarises the national and regional legislation which the EqIA aspect of the ISA will be guided by.

A.5.1 National legislation and policies

The below table outlines the relevant legislation and policies at a national level which will guide the assessment; and identifies why they are relevant.

Table A.1: National legislation summary

Legislation/ Policy	Summary	Relevance to assessment
Equality Act 2010	<ul style="list-style-type: none"> Sets out nine protected characteristic groups which individuals cannot be discriminated against on the basis of and which must be taken into account Sets out Public Sector Equality Duty which CW&C must demonstrate 	<ul style="list-style-type: none"> This EqIA has been undertaken to meet CW&C PSED
National Planning Policy Framework (NPPF), 2021	<ul style="list-style-type: none"> Identifies need for Local Plans to consider achieving sustainable development through transport plans. Aims to achieve healthy, inclusive and safe places which promote social interaction, and safe and accessible places where crime or the fear of crime does not undermine quality of life and enable healthy lifestyles 	<ul style="list-style-type: none"> Highlights need for consideration of social sustainability within local transport planning
Inclusive Transport Strategy: Achieving Equal Access for Disabled People (2019)	<ul style="list-style-type: none"> Sets out the Governments ambitions to make the national transport system inclusive, and able to meet the needs of all 	<ul style="list-style-type: none"> Consideration of accessibility and inclusion within local transport planning to ensure

¹²⁰ Harvard Medical School (2014) 'How our senses change with age' Available at: <https://www.health.harvard.edu/aging/how-our-senses-change-with-age>

¹²¹ Sensory Trust (2017) 'Designing landscapes for older people' Available at: <https://www.sensorytrust.org.uk/information/factsheets/age-friendly-landscape-1.html>

¹²² Baron-Cohen, S. and Robertson, C.E (2017) 'Sensory perception in autism' Available at: docs.autismresearchcentre.com/papers/2017_Robertson_Sensory-perception-in-autism.pdf

¹²³ Bakroon, A. and Lakshminarayanan, V (2016) 'Visual function in autism spectrum disorders: a critical review'

Legislation/ Policy	Summary	Relevance to assessment
	<p>people regardless of whether they are disabled or not.</p> <ul style="list-style-type: none"> ● Disabled people should have the same access the transport system as everyone else, and be able to travel easily, confidently and at no extra cost. 	<p>every resident is able to travel safely and accessibly</p>

A.5.2 Regional policies

The below table outlines the relevant legislation and policies at a regional level which will guide the assessment; and identifies why they are relevant.

Table A.2: Regional policy summary

Policy	Summary	Relevance
Cheshire and Warrington Sustainable and Inclusive Growth Commission's Final Report (2022)	<ul style="list-style-type: none"> ● Sets out Cheshire and Warrington's ambition of becoming the most sustainable and inclusive subregion in the UK ● One of four pillars focused on Sustainable Transport, with relevant priority activity regarding improving access to active travel 	<ul style="list-style-type: none"> ● Identified focus on the accessibility and inclusion of active and sustainable travel provisions to ensure all residents are included in planning
Chester One City Plan 2022	<ul style="list-style-type: none"> ● A long-term strategy to galvanise healthier, greener, and fairer futures for the city and its communities. ● Visions include: <ul style="list-style-type: none"> – Accessible and safe transportation for all – Services and infrastructure which allow people to thrive 	<ul style="list-style-type: none"> ● Identified focus on improving accessibility and connectivity of Chester City through transportation and links to services
CW&C's Place Plan	<ul style="list-style-type: none"> ● Developed by the Council and the local NHS representing their vision for the next five years ● Highlighting how people can maximise their own health and wellbeing as well as how services can be improved. ● Aims include reducing inequality, increasing years of healthy life and promoting improved mental and physical health and wellbeing for everyone. 	<ul style="list-style-type: none"> ● Identifies link between health outcomes and access to healthcare, including transport links
Fairer Future Strategy 2022/2023	<ul style="list-style-type: none"> ● Ten-year plan to reduce the number of people in the borough experiencing poverty and financial hardship. ● Developed as a result of CW&C Council declaring a Poverty Emergency in 2020. 	<ul style="list-style-type: none"> ● Outlines Councils focus on improving outcomes for disadvantaged groups
West Cheshire Inclusive Economy: Prospectus and Action Plan (2021)	<ul style="list-style-type: none"> ● Strategy to deliver an inclusive economy which prioritises reducing poverty and inequality, combating the climate emergency, supporting community wellbeing, and enhancing the vibrancy of the Borough. ● Built on three pillars, including: <ul style="list-style-type: none"> – Place –infrastructure, built & natural environment, housing, energy, transport 	<ul style="list-style-type: none"> ● Identifies focus on improving outcomes and inclusion in the area by improving access to public and active transport
CW&C Equality and Diversity Policy	<ul style="list-style-type: none"> ● Sets out the Council's responsibilities as a provider of major services within the community to ensure that services are available equally to all 	<ul style="list-style-type: none"> ● Focus on ensuring that transport services are available equally to all

Policy	Summary	Relevance
CW&C Age – Friendly Principles	<ul style="list-style-type: none">● Cheshire West is part of the WHO Global Network of Age-Friendly Cities and Communities.● Developed seven age friendly policies; including<ul style="list-style-type: none">– Being seen, respected and included– Being represented– Having choice and making decisions– Being valued– Being able to live actively in safe communities	<ul style="list-style-type: none">● Identifies older people as a key demographic with specific considerations, which the LTP needs to consider.

B. Socio- demographic profile

B.1 Population

As shown in Table B.1, the CW&C Local Authority area was home to a total of 361,799 people according to the ONS 2022 population estimates.

The table provides a breakdown of the population distribution across key localities of the local authority area. 27% of the population of CW&C live within a rural area; with over two thirds of the population living in one of the primary localities of Chester; Ellesmere Port; and Northwich and Winsford.

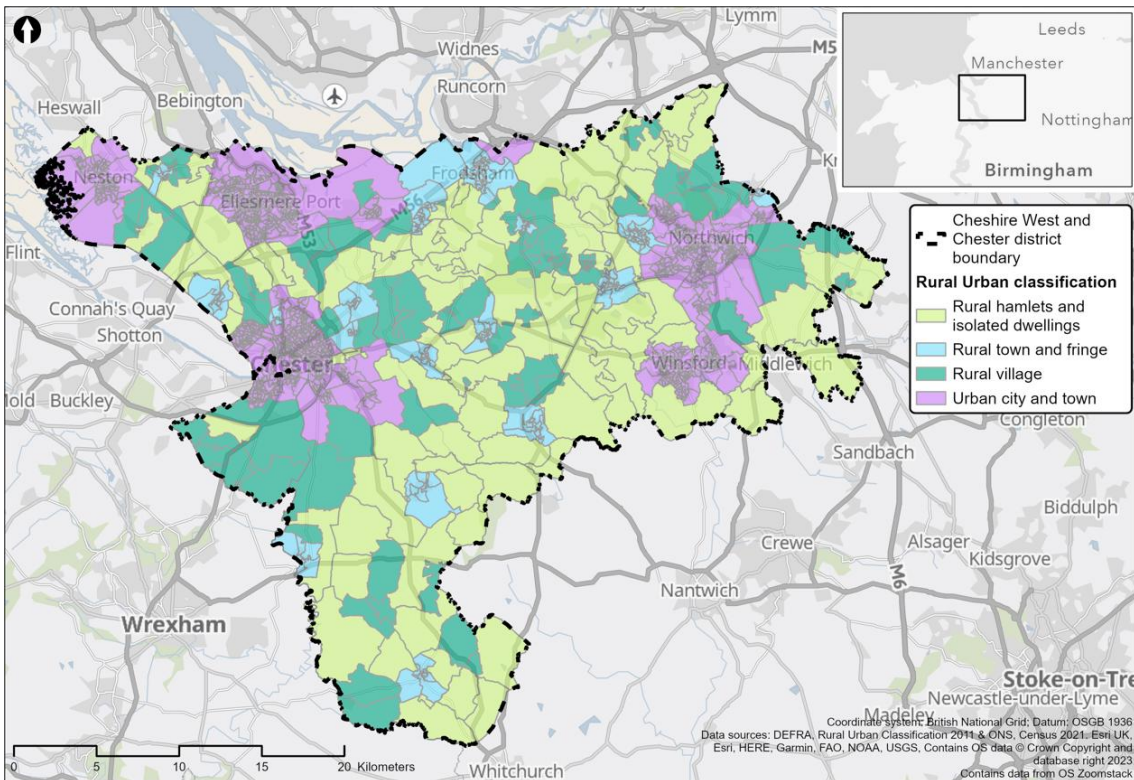
Table B.1: CW&C population by area type

Area type	Population	Distribution (%)
Chester	84,466	23%
Ellesmere Port	65,539	18%
Northwich and Winsford	114,645	32%
Rural	97,149	27%
Total	361,799	100%

Source: ONS Mid-Year population estimates 2022

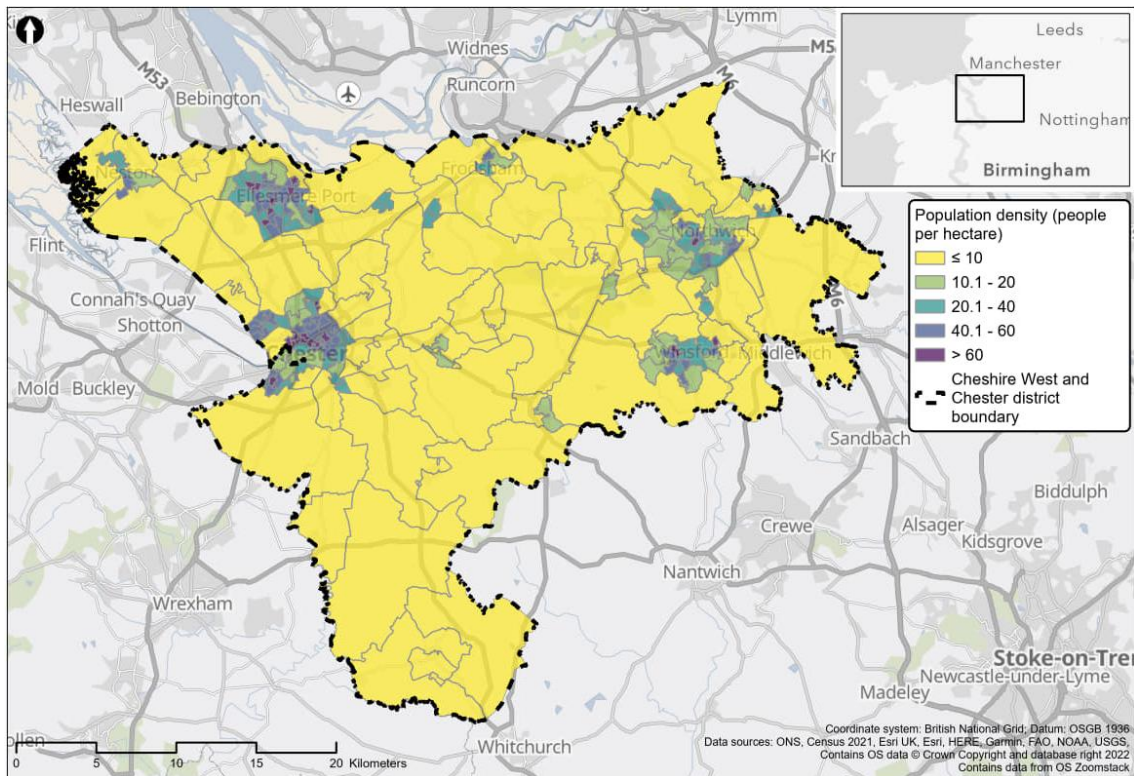
Figure B.1 below provides an overview of the rural urban split across CW&C, based on DEFRA's Rural Urban Classification index of 2011, and Census 2021 data. Figure B.2 presents the population density across the CW&C area, showing that, in line with Table B.1, the population of the local authority is concentrated around Chester, Ellesmere Port and Northwich and Winsford.

Figure B.1: CW&C rural urban classification



Source: DEFRA Rural Urban Classification 2011, ONS, Census 2021

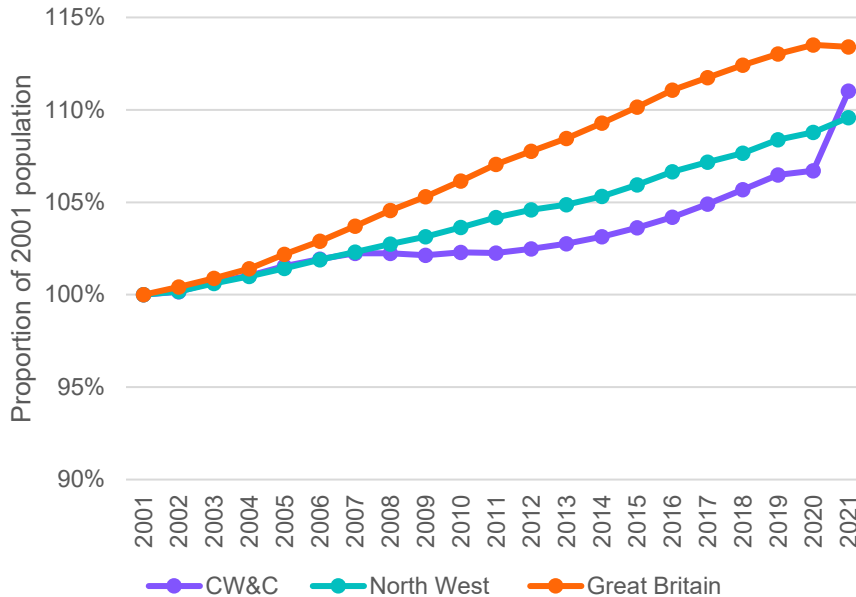
Figure B.2: CW&C population density



Source: ONS Census (2021)

Figure B.3 below shows that, since 2001, CW&C has experienced steady population growth, but with population increasing at a slower rate than the country as a whole. However, the rate of population growth within CW&C has increased within the last decade, and particularly through the pandemic, outpacing the population growth rate of the rest of the region and UK.

Figure B.3: CW&C mid-year population estimates 2001-2021



Source: ONS Mid-year population estimates 2021

CW&C forecasts estimate that the areas population will rise by 8% between 2023 and 2033; with the largest increase in older age groups. The number of children is expected to decline by 2%. The increasing population is linked to people moving into the borough. This positive trend of population growth reflects the attractiveness of the borough as a place to live. However, an increasing population has implications for the transport network across the borough, with increasing demand for trips between key residential areas and employment opportunities placing additional pressure on networks which may already be constrained.

B.2 Age profile

Table B.2 presents the distribution of the CW&C population by age. It shows:

- 17% of the population are children. This is in line with the proportion of the population of the North West and England who are children (both 19%).
- 11% of the population are young people. This is in line with the proportion of the population of the North West and England who are young people (both 12%).
- 61% of the population are of working age. This is in line with the proportion of the population of the North West and England who of working age (both 63%).
- 22% of the population are older people. This is higher than the proportion of the population of the North West and England who are older people (both 19%)

Table B.2: Population of CW&C by age

Age range	CW&C Population	CW&C (%)	North West (%)	England (%)
Children (aged under 16)	62,766	17	19	19
Young people (aged 15-24)	427,827	11	12	12
Working age people (aged 16-64)	223,423	61	63	63
Older people (aged 65 and over)	78,872	22	19	19

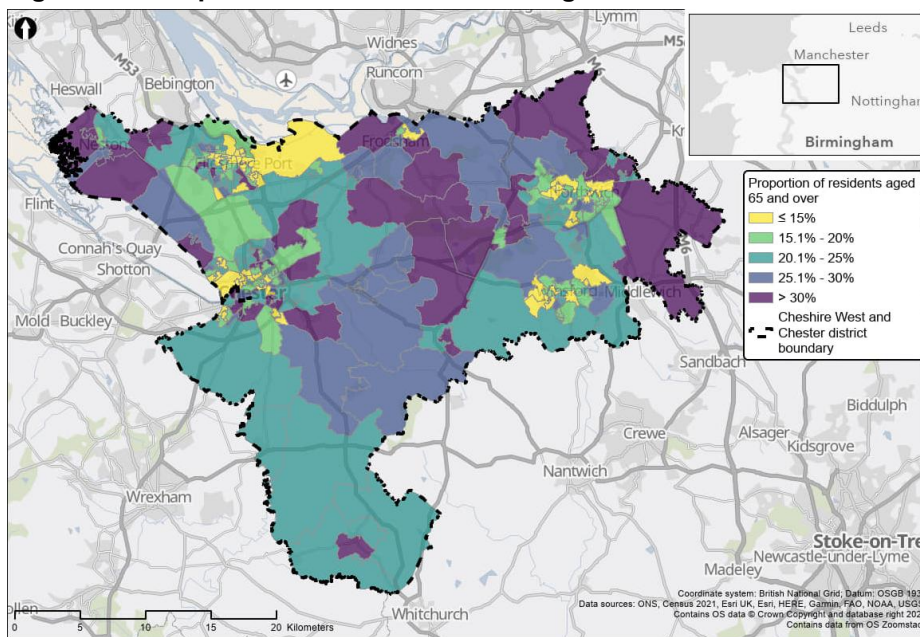
Source: ONS Census (2021)

In terms of growth, the number of people aged 50 to 64 years rose by just over 9,200 (an increase of 13.9%) between the 2001 and 2021 census and the share of this age group increased 1%, while the number of residents between 35 and 49 years fell by around 5,500 (7.7% decrease)¹²⁴.

B.2.1 Older people

The geographic spread of residents aged 65 and over across the borough is shown in Figure 9.5. In total, 22% of the borough’s population is aged 65 and over, compared to the national average of 19%.

Figure B.4: Proportion of CW&C residents aged 65 and over



Source: ONS Mid-

year population estimates 2021

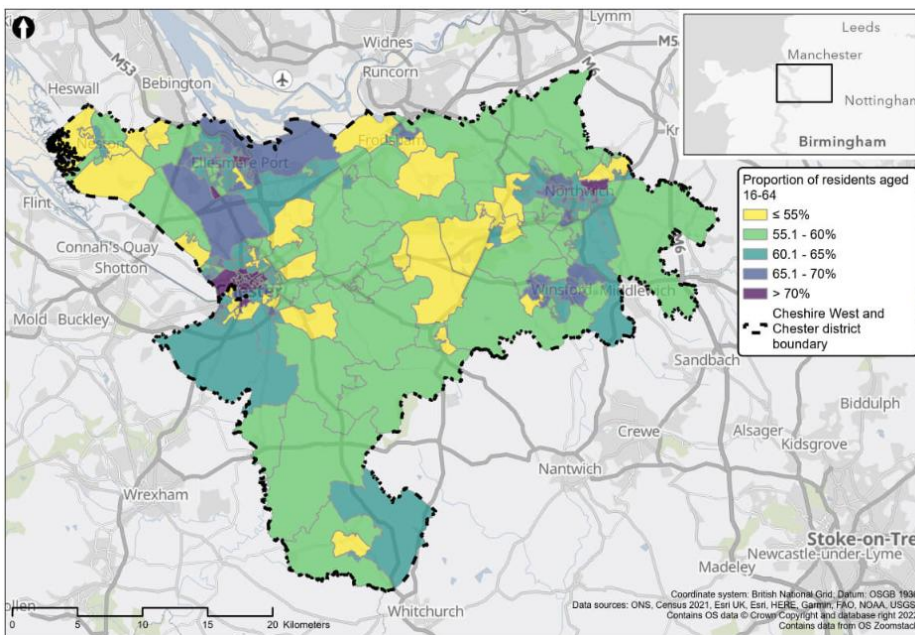
This map shows the highest concentrations of those aged 65 and over within smaller urban areas around Neston and Frodsham, more rural parts of the borough around Malpas, and communities west of Northwich and Winsford including Kingsley and Norley. Ensuring these more rural locations of the borough are well connected to health facilities, key services and leisure opportunities is therefore key to supporting healthy communities.

¹²⁴ <https://www.ons.gov.uk/visualisations/censusareachanges/E06000050/>

B.2.2 Working age people

Figure B.5 shows the geographic spread of residents aged 16-64, who are most likely to be in work or education. The working age population is defined as those aged 16 to 64 by the DfT, regardless of state pension age. In total, 61% of the borough's population is aged 16-64, compared to the national average of 63%. This map shows the highest concentrations of those aged 16-64 around more urban settlements around parts of Chester, Ellesmere Port, Winsford and Northwich. Improved connectivity and accessibility in these areas will therefore be vital for allowing current and projected populations to access opportunities associated with education and work. This includes connectivity to opportunities within the borough, as well as important cross border connections in line with commuting patterns.

Figure B.5: Proportion of residents aged 16-64

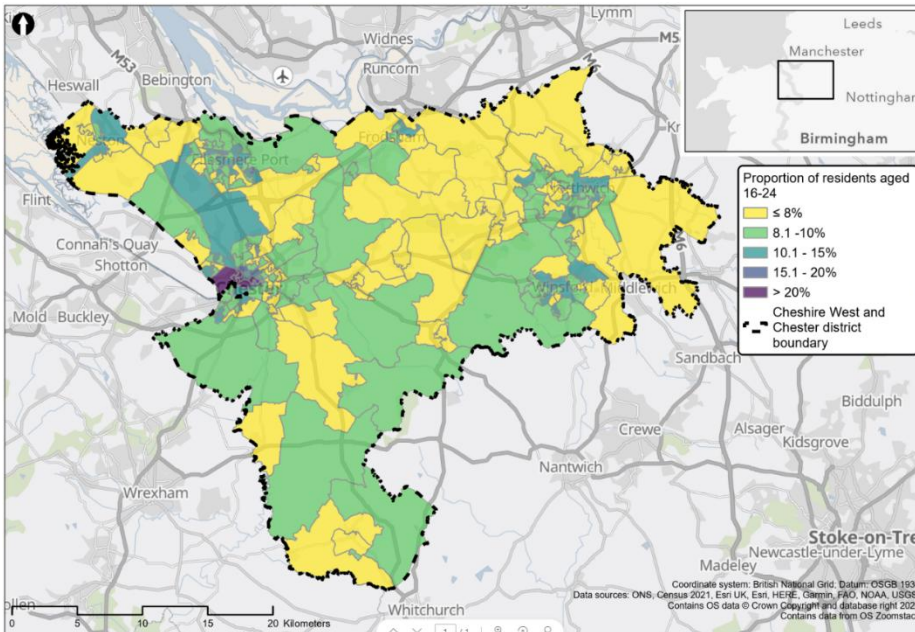


Source: ONS Mid-year population estimates 2021

B.2.3 Younger people

Figure B.6 illustrates the distribution of CW&C residents aged 15-24. In total, 11% of the borough's population is aged 16-24, compared to the national average of 12%. Similarly to the distribution of the working age population, younger people are most concentrated around the key urban centres of the borough.

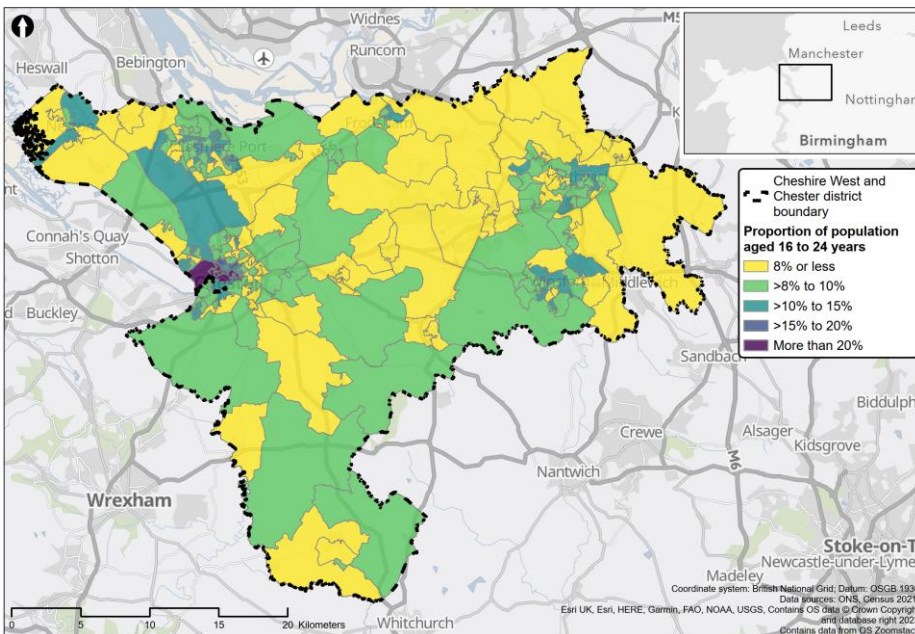
Figure B.6: Proportion of residents aged 16-24



Source: ONS Mid-year population estimates 2021

Figure 9.8 illustrates the distribution of CW&C residents under 16. This shows that the proportion of children across most of CW&C is broadly between 10% and 20%, with the exception of slightly higher concentrations (20% to 30%) around the urban areas of Chester, Winsford, Northwich and Ellesmere Port. There is a small area within Chester where the proportion of the population who are children is 10% or less.

Figure B.7: Proportion of residents who are children (under 16)



Source: ONS Mid-year population estimates 2021

B.2.4 Disability

Table B.3 and Table B.4 show Census 2021 disability statistics for CW&C compared to regional and national averages. This shows that the proportion of CW&C residents who are disabled

under the Equality Act is in line with regional and national averages. However, 36% of disabled CW&C residents live in households with no car or van. This is considerably higher than the regional and national averages of 33% and 28% respectively.

The higher proportion of disabled people without access to a car heightens the need for accessible and well-connected public transport options with a good level of service. This will enable disabled people living in households without vehicles to have an equal opportunity to work and socialise, reducing risk of isolation and adverse health outcomes.

Table B.3: Proportion of disabled residents within CW&C

Disability	CW&C	North West	England
Disabled under the Equality Act	19%	19%	17%
Disabled under the Equality Act: Day-to-day activities limited a lot	8%	9%	7%
Disabled under the Equality Act: Day-to-day activities limited a little	11%	11%	10%
Not disabled under the Equality Act: Has long term physical or mental health condition but day-to-day activities are not limited	8%	7%	7%
Not disabled under the Equality Act: No long term physical or mental health conditions	74%	74%	76%

Source: ONS Census, 2021

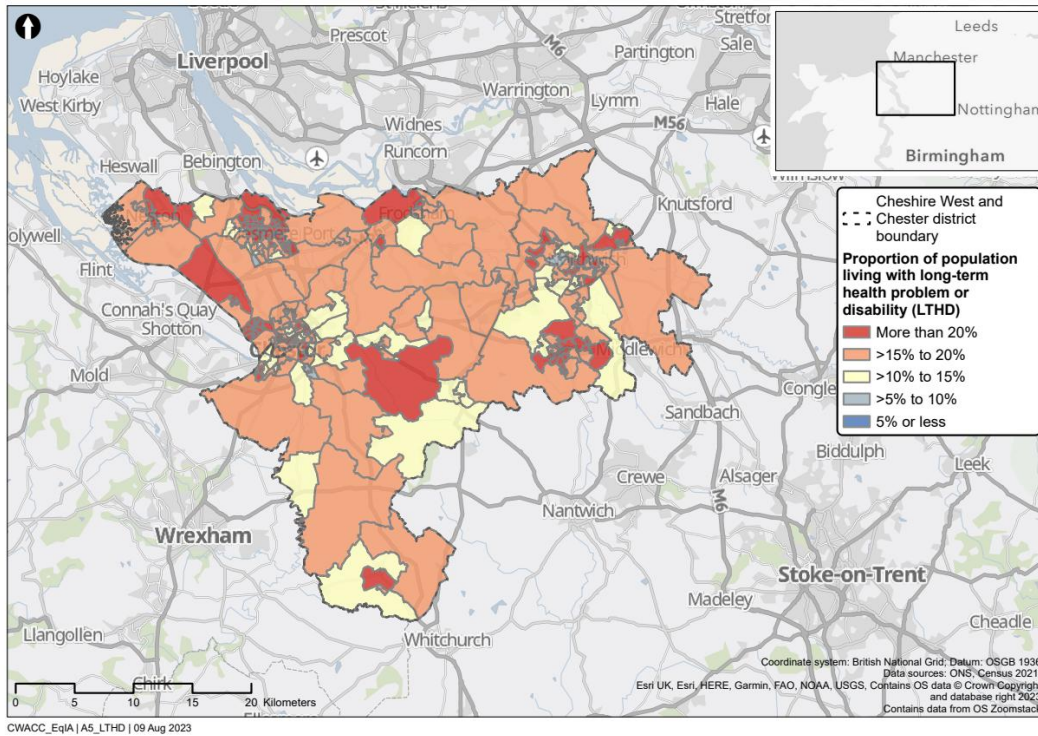
Table B.4: Proportion of disabled residents within CW&C with no cars or vans in household

Indicator	CW&C	North West	England
Disabled under the Equality Act: No cars or vans in household	36%	33%	28%
Not disabled under the Equality Act: No cars of vans in household	64%	67%	72%

Source: ONS, Census 2021

Figure 9.9 shows the proportion of the population with a disability that limits their day-to-day activities within CW&C. It shows that the proportion of the population with a disability across CW&C generally ranges from 10% to 20%. The proportion of disabled people is more than 20% around the urban areas of Winsford, Northwich and Ellesmere Port.

Figure B.8: Proportion of the population with a disability



Source: ONS Census, 2021

B.2.5 Gender reassignment

Table B.5 outlines the proportion of the population who identify their gender as the same as the sex as they were registered at birth. It outlines that the proportion of the population who identify their gender the same as the sex they were registered at birth within CW&C (95%) is broadly in line with the North West (94%) and England (94%). The proportion of the population who identify as a gender identity different from their sex registered at birth (but no specific identity given), a trans man, trans woman or any other gender identities is 0.1% which is in line with the North West and England.

Table B.5: Gender identity of the population

	CW&C	North West	England
Gender identity the same as sex registered at birth	95%	94%	94%
Gender identity different from sex registered at birth but no specific identity given	0.1%	0.2%	0.2%
Trans woman	0.1%	0.1%	0.1%
Trans man	0.1%	0.1%	0.1%
All other gender identities	0.1%	0.1%	0.1%
Not answered	45%	5%	6%

Source: ONS Census, 2021

B.2.6 Marriage and civil partnership

Table B.6 shows the proportion of the population who are married or in a civil partnership across CW&C, the North West and England as a whole. It shows that the proportion of the population within CW&C who are married or in a civil partnership (47.2%) is higher than the North West

(43.2%) and in line with England (45.2%). The proportion of the population within CW&C who are divorced (10%) is in line with the North West and England (both 9%).

Table B.6: Marital status of the population

	CW&C	North West	England
Single (never married or never registered a civil partnership)	35%	40%	38%
Married	47%	43%	45%
In a registered civil partnership	0.2%	0.2%	0.2%
Separated (but still legally married or still legally in a civil partnership)	2%	2%	2%
Divorced or formerly in a civil partnership which is now legally dissolved	10%	9%	9%
Widowed or surviving partner from a civil partnership	7%	7%	6%

Source: ONS Census, 2021

B.2.7 Pregnancy and maternity

Table B.7 shows the Total Fertility Rate (TFR) and General Fertility Rate (GFR) for CW&C, the North East, and England as a whole. No data is available for the Study Area.

The table outlines that:

- The GFR (live births per 1,000 women aged 15-44) for CW&C (51.8) is lower than the North West (55.1) and England (54.3).
- The TFR (average number of children born per women) within CW&C (1.5) is in line with the North West and England (1.6 and 1.6 respectively).

Table B.7: Fertility rate of the population

	CW&C	North West	England
General fertility rate (GFR) ¹²⁵	51.8	55.1	54.3
Total fertility rate (TFR) ¹²⁶	1.5	1.6	1.6

Source: Census, ONS, 2021

B.2.8 Race

Table B.8 provides a breakdown of the population by ethnicity. It shows that:

- The total ethnic minority population in CW&C (9%) is considerably lower than the North West (19%) and England as a whole (27%).
- The largest ethnic minority group in CW&C are those from an Indian background (0.7%), however this is in line with the North West (2%) and England (3%).
- The White British population in CW&C (91%) is considerably higher than the North West (81%) and England as a whole (74%).

Table B.8: Population by race

	CW&C	North West	England
White	91%	81%	74%

¹²⁵ Number of live births per 1,000 female population aged 15-44, calculated using mid-year population estimates.

¹²⁶ Average number of live children that a group of women would bear if they experienced age-specific fertility rates of the calendar year in question throughout their childbearing lifespan.

	White Irish	0.7%	0.8%	0.9%
	White Gypsy or Irish Traveller	0.1%	0.1%	0.1%
	Other White	3%	3%	6%
Mixed/multiple ethnic groups	White and Black Caribbean	0.3%	0.6%	0.9%
	White and Black African	0.3%	0.4%	0.4%
	White and Asian	0.5%	0.6%	0.8%
	Other Mixed	0.3%	0.5%	0.8%
Asian/Asian British	Indian	0.7%	2%	3%
	Pakistani	0.2%	4%	3%
	Bangladeshi	0.2%	0.8%	1%
	Chinese	0.4%	0.7%	0.8%
	Other Asian	0.6%	0.9%	1.7%
	African	0.4%	2%	3
Black/African/Caribbean/Black British	Caribbean	0.1%	0.3%	1%
	Other Black	0.1%	0.3%	0.5%
	Arab	0.2%	0.6%	0.6%
Other ethnic group	Any other ethnic group	0.4%	0.9%	2%
	Ethnic minority groups¹²⁷	9%	19%	27%

Source: ONS Census, 2021

B.2.9 Religion and belief

Table B.9 provides a religious profile of CW&C, the North West and England. It shows that those belonging to a minority religion make up 2% of the population within CW&C. This is considerably lower than the North West and England (10% and 11% respectively). The Christian population within CW&C (55%) is slightly higher than the North West (53%) and higher than England as a whole (46%).

¹²⁷ Ethnic minority groups includes all ethnicities within the table that are not White British.

Table B.9: Population by religion and belief

	CW&C	North West	England
Christian	55%	53%	47%
Buddhist	0.3%	0.3%	0.5%
Hindu	0.4%	0.7%	2%
Jewish	0.1%	0.4%	0.5%
Muslim	1%	8%	7%
Sikh	0.1%	0.2%	0.9%
Other religion	0.3%	0.4%	0.6%
No religion	38%	33%	37%
Religion not stated	6%	5%	6%
Minority religion	2%	10%	11%

Source: ONS Census, 2021

B.2.10 Sex

Table B.10 outlines the proportion of the population who are male and female. It outlines that the proportion of men and woman in CW&C (49% and 51% respectively) is in line with the North West and England.

Table B.10: Sex

	CW&C	North West	England
% of the population who are male	49%	49%	49%
% of the population who are female	51%	51%	51%

Source: ONS Census, 2021

B.2.11 Sexual Orientation

Table B.11 shows the proportion of the population who identify as heterosexual/straight, gay or lesbian, bisexual or any other sexual orientation. It shows that the proportion of the population who are straight or heterosexual within CW&C (91%) is broadly in line with the North West (90%) and England (89%). Similarly, the proportion of the population who are gay or lesbian, bisexual or identify as other sexual orientations within CW&C is also broadly in line with the North West and England.

Table B.11: Sexual orientation of the population

	CW&C	North West	England
Straight or Heterosexual	91%	90%	89%
Gay or Lesbian	1%	2%	2%
Bisexual	1%	1%	1%
All other sexual orientations	0.3%	0.3%	0.3%
Not answered	6%	7%	8%

Source: ONS Census, 2021

B.2.12 Deprivation

The Council declared a Poverty Emergency in October 2020. The declaration highlighted important disparities between communities, as well as the scale of poverty facing many residents¹²⁸. This disparity is illustrated in Figure 9.10 which shows Index of Multiple Deprivation (IMD) results for CW&C in 2019 by national quintile categories. IMD considers deprivation over the following seven main categories:

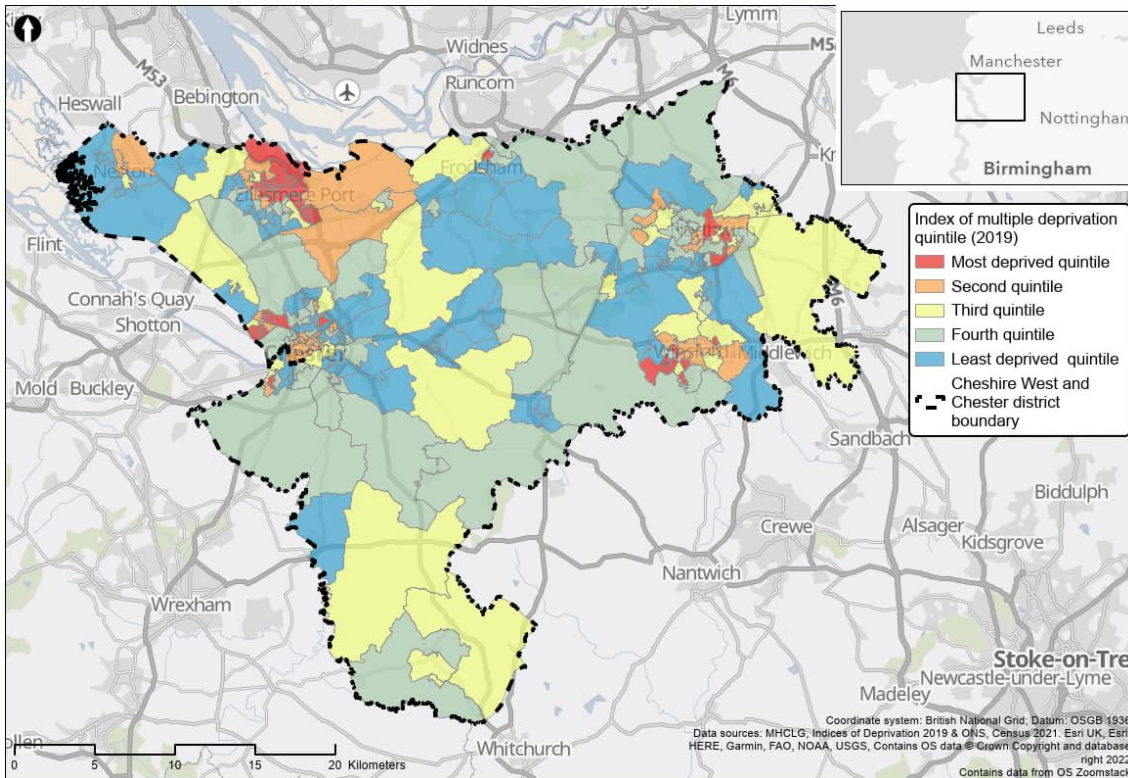
7. Income
8. Employment
9. Education
10. Health
11. Crime
12. Barriers to housing and services, and
13. Living environment

This map shows that deprivation levels in CW&C are generally below national averages. Just 16% of Lower Super-Output Areas (LSOA) within the borough fall within the most deprived quintile compared to 20% nationally. However, there are pockets of deprivation in the main urban areas, primarily within the outskirts of Chester, Northwich and Winsford, and most prominently around Ellesmere Port. 24,000 residents (around 7% of the total CW&C population) are living in 16 small neighbourhood areas that rank in the 10% most deprived neighbourhoods in England (decile 1). Two of these 16 neighbourhoods rank in the 2% most deprived areas in England. These neighbourhoods are in Lache and Winsford¹²⁹.

¹²⁸ <https://www.cheshirewestandchester.gov.uk/asset-library/fairer-future-strategy.pdf>

¹²⁹ Index of Multiple Deprivation (IMD) 2019

Figure B.9: CW&C Index of Multiple Deprivation (overall decile), 2019



Source: IMD 2019

The table below presents a further overview of the breakdown of LSOAs in CW&C per deprivation quintile. In line with the information above, residents of CW&C are more likely to live in the least two deprived quintiles (53%) than the rest of England (40%).

Table B.12: Population by deprivation breakdown.

	CW&C	England
Most deprived quintile	16%	20%
Second most deprived quintile	17%	20%
Third most deprived quintile	15%	20%
Second least deprived quintile	22%	20%
Least deprived quintile	31%	20%

The table below outlines economic activity and unemployment in the region from October 2023 until September 2024. The economic activity rate in the region (85%) is considerably higher than the economic activity rate across the North West (76%) and England (79%). The unemployment rate is 3%, which is in line with the North West and England (both 4%).

B.2.13 Economic activity and inactivity

Economic activity	CW&C	North West	England
Economic activity rate - aged 16-64	85	76	79
Employment rate - aged 16-64	83	73	76

Economic activity	CW&C	North West	England
Unemployment rate - aged 16-64	3	4	4

Source: ONS, Annual Population Survey, 2024

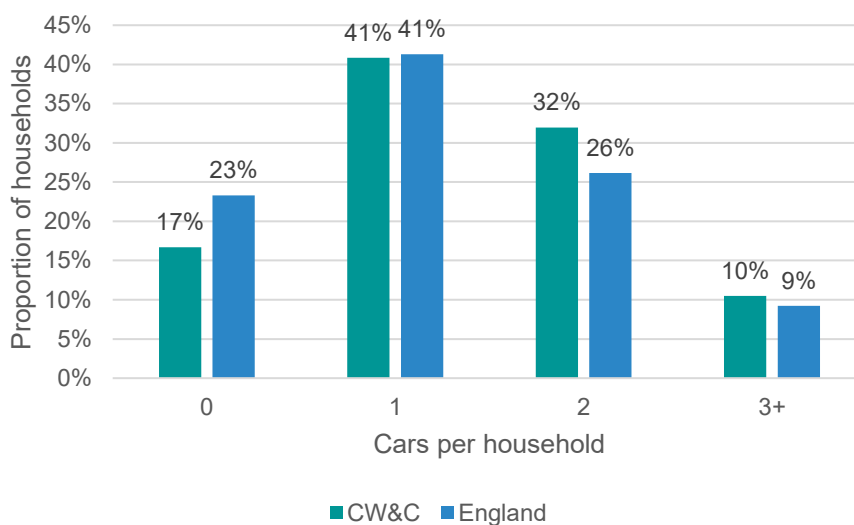
Social mobility

Social mobility is about ensuring everyone has a fair chance to reach their full potential and that opportunities for a good quality of life are open to all. For youth social mobility, CW&C ranks 303 out of 324 local authorities in England in terms of overall social mobility¹³⁰, and is identified as a ‘cold spot’ for youth social mobility by the Social Mobility Commission. CW&C Council also ranks 248 out of 324 local authorities in terms of overall social mobility, which is within the worst 25% of local authorities in England.

B.2.14 Car ownership

Based on the 2021 Census, Figure B.10 shows the distribution of households in CW&C and England by levels of car ownership.

Figure B.10: CW&C and England household distribution by car ownership

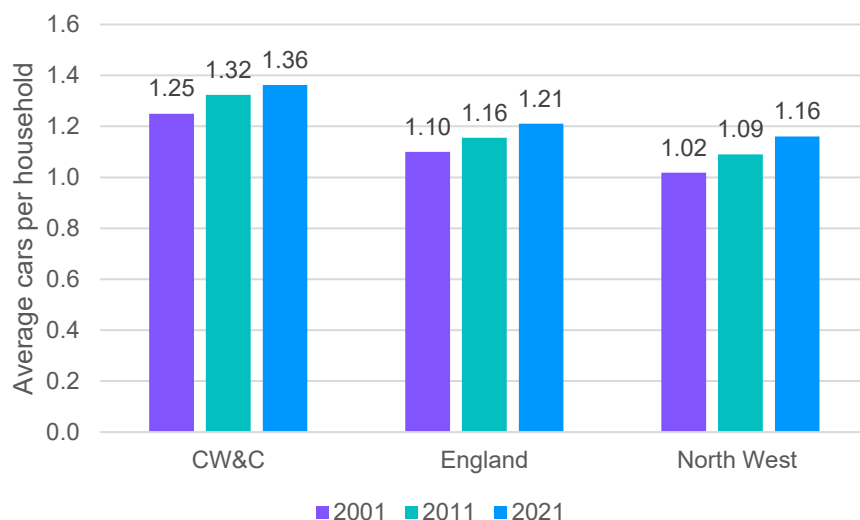


Source: Census 2021

This shows a lower level of households without cars in CW&C compared to the national average. Conversely, there is a higher level of multiple-car households in CW&C compared to the national average. The overall average number of cars per household within CW&C compared to the regional and national average is shown in Figure B.13 and how this has changed according to the Census over the last 20 years.

Figure B.11: Average cars per household in CW&C, North West and England 2001-2021

¹³⁰ <https://www.cheshirewestandchester.gov.uk/asset-library/fairer-future-strategy.pdf>



Source: Census 2001, 2011 and 2021

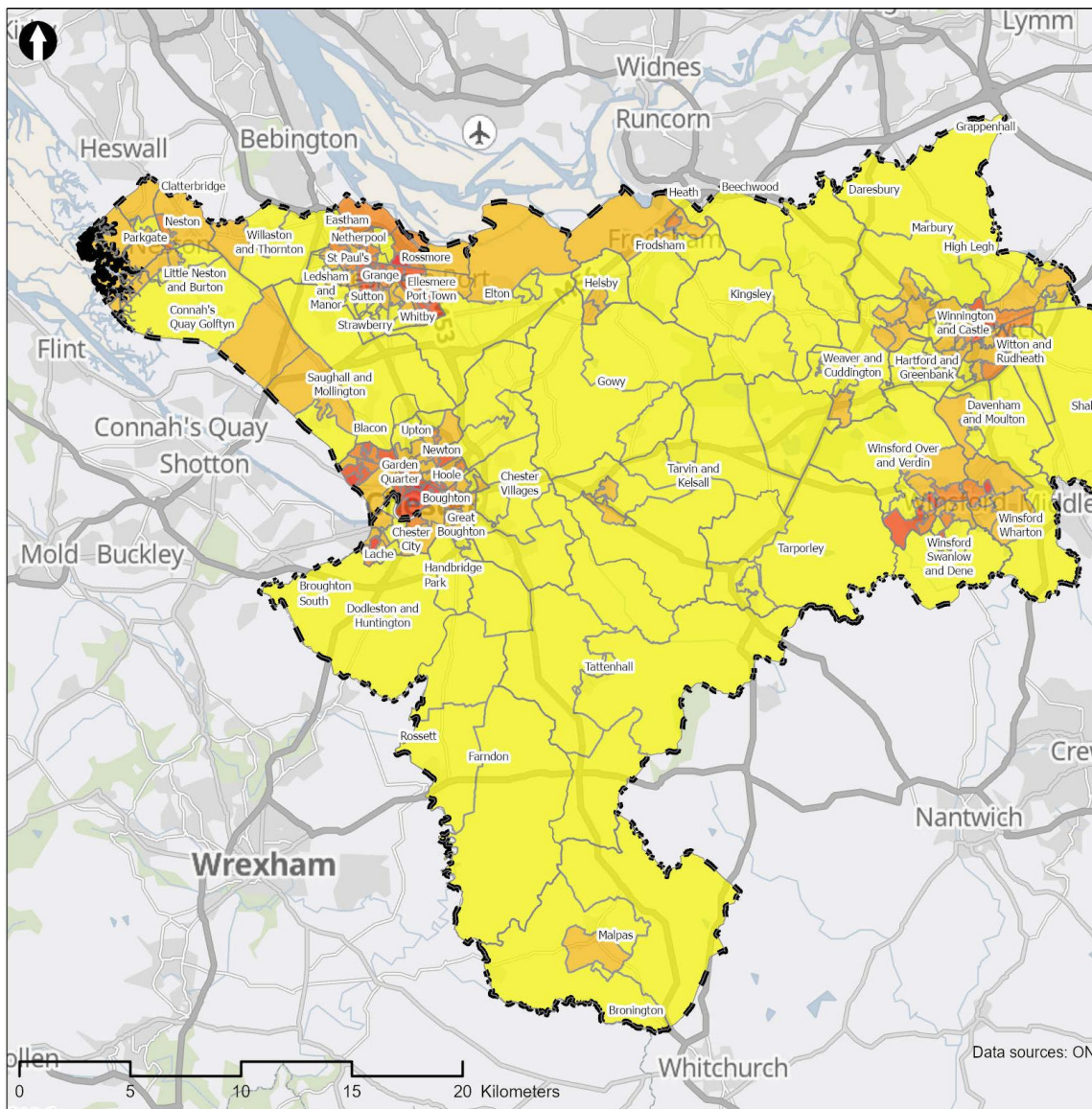
This shows that, on average in 2021, CW&C households had access to about 8% more cars than the national average. Figure B.11 also shows how the average number of cars per household across all three geographies has gradually increased within census interval periods. The rate of increase in car ownership amongst CW&C residents has been similar to those at national and regional levels, but the average number of cars per household in the borough remains above that seen across the North West and England as a whole.

Figure 9.13 shows how the proportion of residents with no access to a car is distributed across CW&C. This shows low levels of zero car ownership across most of the borough, with the highest proportion of residents without access to a car being predominantly within and around urban areas where greater alternative travel options are available, but also coinciding with the most deprived areas.

The deficit of alternative modes of transport combines with the relatively low level of car ownership to create a significant accessibility issue for the local population to key centres of attraction. Levels of accessibility are worst in areas such as Winsford (to the south of the town centre), the outskirts of Northwich, and small parts of and areas to the north of Ellesmere Port, where a high proportion of households also do not have access to a car. This is also demonstrated within Table 9.12 which shows the ten wards across the borough with the highest levels of no car households. A number of these neighbourhoods rank in the top 20% most deprived in England (Decile 1 or 2). These include Wolverham, Northwich, Leftwich, and Blacon. This highlights the link between the lack of transport opportunity in these areas, social isolation and transport-related poverty.

In addition, car ownership is high across the majority of the borough and therefore often forms the dominant mode of travel for key trips. Reducing car dependency and associated vehicle emissions to achieve carbon reduction targets in line with regional and national policy is therefore likely to be a key consideration.

Figure B.12: CW&C proportion of households with no access to a car or van



Source: Census (2021)

Table B.13: Wards with highest % of CW&C households without access to a car

Ward	% of households without access to a car
Chester City & the Garden Quarter	37%
Blacon	32%
Central & Grange	31%
Wolverham	30%
Westminster	30%
Lache	27%
Northwich Leftwich	25%
Northwich Witton	24%
Winsford Wharton	23%
Newton & Hoole	23%

Sutton Villages, Neston and Netherpool	21%
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Source: Census (2021)

B.2.15 Children in care

Table B.14 outlines the number of children in care per 10,000 children in the areas of CW&C, the North West, and England.

The table shows that CW&C has a higher proportion of children being looked after (80 per 10,000) compared with England (70 per 10,000); but a lower proportion than the North West (94 per 10,000)

Table B.14: Children looked after as of March 31 2024

	CW&C	North West	England
Children looked after as of March 31 (per 10,000)	80	94	70

Source: Census (2021)

B.2.16 Unpaid care

Table B.15 outlines the proportion of CW&C residents who provide some form of unpaid care.

90% of the CW&C population provide no unpaid care, in line with the North West and England (both 91%).

10% of the population provide some form of unpaid care per week. This is in line with the North West and England (both 9%).

Table B.15: Provision of unpaid care

Provision of unpaid care	CW&C	North West	England
Provides no unpaid care (%)	90	91	91
Provides 19 hours or less unpaid care a week (%)	5	4	4
Provides 20 to 49 hours unpaid care a week (%)	2	2	2
Provides 50 or more hours unpaid care a week (%)	3	3	3

