

# Local Cycling and Walking Infrastructure Plan Equality Impact Assessment

December 2022





(For use when preparing for a decision)

Use this form when preparing for a decision. By decision, we mean considerations that are the responsibility of council, cabinet, one of its committees and panels or those that have been delegated to an officer or cabinet member. This template helps you complete the Equality & Diversity section of your report.

Decision Title: Local Cycling and Walking Infrastructure Plan	
Date: 14 Dec 2022	Author: Olu Ashiru

**A. Answer the following**

<p>a) Is this a “key decision” as defined by the Forward Plan (see <a href="#">here</a> for a wider definition), a major planning decision or one that affects a sizeable number of staff? (Significant)</p> <p>By sizeable we mean a decision that is a general change for all staff even if it effects only some, a decision that would affect over 50 people or a decision that is specifically about a protected characteristic</p>	Yes
<p>b) Does the decision affect people with one or more of the equality protected characteristics? (Relevant)</p> <p>Protected Characteristics are: Age, Disability, Gender Reassignment, Pregnancy and Maternity, Race, Religion and Belief, Gender, and /or Sexual Orientation. Locally we have added Deprived / Socio Economic Disadvantage Groups</p>	Yes

**⊗ If you answer No to either of these,**

Place a No in the equality box on the report and don't go any further, although you do need to write something in report to demonstrate you have considered equality. The following are sample responses:

“This decision is not significant and/or relevant (delete as necessary) in regard to equality issues.”

“This decision is a subsequent decision to the Inclusion Strategy and due regard was taken to any equality implications when this was agreed by the cabinet on the 13 April 2010.”

Email this to: [jeremy.beake@milton-keynes.gov.uk](mailto:jeremy.beake@milton-keynes.gov.uk) copying in the relevant Assistant Director, this will be taken as being agreed by the Assistant Director

**⊗ If you answer Yes to both of these,**

Place a Yes in the equality box on the report and continue to complete the assessment on Page 2.

**B. The Assessment** Please refer to the explanatory notes on page 4

1. How will the decision be made and who will be involved?				
Delegated Decision				
2. What is the aim of this decision and what changes will occur?				
<p>Local Authorities are required to develop Local Cycling and Walking Infrastructure Plans (LCWIPs); a long-term approach to developing local cycling and walking networks, which forms a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. LCWIPs make the case for future funding for walking and cycling infrastructure, and ensure this investment is spent effectively. The Milton Keynes LCWIP was developed last year and consulted on earlier this year. The final LCWIP now requires formal adoption.</p> <p>The LCWIP is expected to increase the number of walking, cycling, wheeling and scooting trips made in Milton Keynes.</p>				
3. Who is affected by this area of work and/or the changes?				
The LCWIP and associated walking and cycling schemes are important for all groups and areas of Milton Keynes.				
4(a) Thinking positively, which groups of people benefit (or could potentially benefit) from this decision? (Place an <input checked="" type="checkbox"/> and provide information & evidence)				
Protected Characteristic (as defined in the Equality Act)	YES	NO	UNCLEAR	Information and evidence Hyperlinks, References and Notes
Age	x			<p>Support modal shift to active travel which will reduce road traffic accidents benefiting all population groups especially children, young adults, older people, the disabled and Black, Asian &amp; Minority Ethnic groups who are at the greatest risk of being involved in a road traffic accident.</p> <p>Support dedicated active travel infrastructure such as Redways located away from the highway network will help to reduce pedestrian and cycle accidents benefiting the aforementioned population groups as well as male White cyclists who are at the greater risk of being involved in a road traffic accident than female cyclists of any ethnicity.</p> <p>Provide new/improved active travel infrastructure designed to meet the diverse needs of people living with disabilities and/or limiting long-term health conditions.</p> <p>One-third of people living with a disability would like to start cycling.</p>
Disability	x			
Gender or Gender Reassignment	x			
Race	x			
Sexual Orientation	x			
Religion/Belief	x			
Pregnancy and Maternity	x			
Deprived / Socio Economic Disadvantage Groups	x			

			<p>However active travel barriers within the built environment serve to limit opportunities for disabled people to utilise or consider active travel modes when selecting travel choices.</p> <p>Reduced health inequalities helping to improve the health of people who live, work, study or visit Milton Keynes. Prevention and reduction in obesity, the risk of diabetes, high blood pressure, depression, the occurrence of asthma, chronic obstructive pulmonary disease, lung cancer, cardiovascular disease and reduced road traffic noise-induced hearing loss.</p> <p>People aged over 65 are the most sedentary age band spending an average, of over 10 hours or more each day lying or sitting down. As a result, older people experience higher rates of obesity, heart disease and falls arising from instability whilst undertaking infrequent standing or walking activities.</p> <p>Since 2011 there has been an increase of 43.6% in the population of Milton Keynes aged 65 years and over, the highest recorded change for England for this age band.</p> <p>Regular walking, cycling and physical activity reduces the risk of dementia by up to 30%; hip fractures by up to 68%; depression by up to 30%; breast cancer by up to 20%; colon cancer by up to 30%; type 2 diabetes by up to 40%; cardiovascular disease by up to 35%; and all-cause mortality by up to 30%.</p> <p>Provision of improved inclusive access to key life chance enhancing facilities and services utilised by all population groups and protected characteristics, supporting greater travel independence, increasing equality of opportunity for all.</p> <p>Individuals living with disabilities undertake between 59% and 68% fewer trips on average per year, depending upon the type of disability experienced, than a non-disabled individual.</p>
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			<p>Strengthened local care and support networks arising from stronger closer communities will benefit all residents, especially those most vulnerable such as older people, individuals living with disabilities or limiting long-term health conditions, households living in poverty or at a risk of poverty and Black, Asian &amp; Minority Ethnic households who are most dependent upon the presence of local support networks.</p> <p>Reduced travel costs through support for greater no and low cost travel options will benefit all population groups especially lower income groups, deprived communities, the disabled, and young adults, women and Black, Asian &amp; Minority Ethnic groups who have lower levels of car availability and higher levels of car non-availability.</p> <p>Reduced crime and the fear of crime, creating more attractive neighbourhoods and communities strengthening their sense of place. The increase in levels of walking, cycling, wheeling and scooting will increase levels of natural surveillance on paths and streets, where users are encouraged to spend more time.</p> <p>This will benefit the entire population in particular the most vulnerable people including older people, female users, those living with a disability or limiting long-term health condition, who are more likely to experience insecurity concerns in more isolated locations. Additionally young adults, transgender, gay and lesbian and Black, Asian &amp; Minority Ethnic population groups will benefit from increased informal surveillance of paths and streets as these groups may be at a greater risk of being victims of crime and/or anti-social behaviour.</p> <p>Increased social interactions within the community as well as wider social cohesion will benefit older people and pregnant women and new mothers who are at a greater risk of experiencing loneliness.</p> <p>Reduced deprivation. The negative impacts of private motorised travel are unevenly distributed, with</p>
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			<p>disadvantaged groups and communities disproportionately affected by transport related air pollution, traffic accidents, climate change and traffic related severance.</p> <p>Strengthened local economies. Where local residents and visitors walk or cycle more this has a positive effect on local shops and businesses. Walking and cycling schemes can increase retail sales by more than a third. Over a calendar month individuals who walk to a high street spend 40% more within the local economy than people who drive to the high street.</p> <p>Increased active travel offers educational benefits including improved cognitive skills, enhanced attention and concentration, improved classroom/lecture room behaviour, and improved educational outcomes for children and young adults. It also supports greater travel independence and unstructured play opportunities helping to shape children and young people's development, sociability and trust in others.</p>
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(b) Summarise how equality of opportunity is advanced, or/and how good community relations are fostered, by the decision?

The draft LCWIP has been consulted upon widely and publicly.

The draft LCWIP and proposed interventions do not represent a decision as such but approval of them will influence future active transport investment decisions.

The needs of all protected characteristics will be further considered during the development and preparation of designs for the individual LCWIP schemes.

Each LCWIP scheme will have its own individual EqIA.

5(a) Being sensitive to the issues that some people may face, which groups of people will (or could potentially) experience adverse effects following this decision?				
Protected Characteristic (as defined in the Equality Act)	YES	NO	UNCLEAR	Information and evidence Hyperlinks, References and Notes
Age		X		Please refer to 4(a).
Disability		X		Please refer to 4(a).
Race		X		Please refer to 4(a).
Gender or Gender Reassignment		X		Please refer to 4(a).
Sexual Orientation		X		Please refer to 4(a).
Religion/Belief		X		Please refer to 4(a).
Pregnancy and Maternity		X		Please refer to 4(a).
Deprived / Socio Economic Disadvantage Groups		X		Please refer to 4(a).
6(a) What types of engagement and/or consultation are relevant to the decision?				
Protected Characteristic (as defined in the Equality Act)	YES	NO	UNCLEAR	Information and evidence Hyperlinks, References and Notes
Age		X		General engagement is relevant outlined below.
Disability		X		
Race		X		
Gender or Gender Reassignment		X		
Sexual Orientation		X		
Religion/Belief		X		
Pregnancy and Maternity		X		
Deprived / Socio Economic Disadvantage Groups		X		
(b) For planning purposes, list areas where more information is needed.				
None				

7. How are people likely to be affected (positive and negative) by this decision? (Identify the range of options and the effects of each)

The LCWIP is expected to:

- Support modal shift to active travel which will reduce road traffic accidents benefiting all population groups.
- Support dedicated active travel infrastructure such as Redways, located away from the highway network will help to reduce pedestrian and cycle accidents.
- Provide new/improved active travel infrastructure designed to meet the diverse needs of people living with disabilities and/or limiting long-term health conditions.
- Reduce health inequalities and help to improve the health of people who live, work, study or visit Milton Keynes. It is expected to prevent and reduce obesity, the risk of diabetes, high blood pressure, depression, the occurrence of asthma, chronic obstructive pulmonary disease, lung cancer, cardiovascular disease and reduce road traffic noise-induced hearing loss.
- Provide improved inclusive access to key life chance enhancing facilities and services utilised by all population groups and protected characteristics, supporting greater travel independence, increasing equality of opportunity for all.
- Strengthen local care and support networks.
- Reduce travel costs through support for greater no and low cost travel options.
- Reduce crime and the fear of crime, creating more attractive neighbourhoods and communities strengthening their sense of place, increasing social interactions within the community as well as wider social cohesion.
- Reduce deprivation.
- Strengthen local economies.

8. Address the impact (Mark with an )

A No major change needed	x
B. Continue with the decision despite having identified some potential for adverse impact or missed opportunities	
C. Adjust or amend the decision	
D Stop the decision	

(b) Explain the rationale for what you marked above with details of any mitigating activity

The future development of each individual LCWIP scheme will require.

- EqlAs be undertaken when developing each of the individual LCWIP schemes.
- Consideration of the specific requirements of individuals with protected characteristics by consulting with individuals with protected characteristics and their representative organisations, as well as the wider community during the design of individual LCWIP schemes.
- In the process of developing the individual LCWIP schemes seek to engage with groups that are traditionally less likely to utilise active travel modes to increase their use of active travel in general and the LCWIP scheme in particular.

9. Outline the next steps (add an action plan if necessary) and when and how will this policy or decision be reviewed (Include any mitigating work)

The LCWIP is a live document which will be reviewed and updated on a regular basis following funding opportunities and other key council priorities.

Please can we request a summary of this report

Email to: [jeremy.beake@milton-keynes.gov.uk](mailto:jeremy.beake@milton-keynes.gov.uk)



