*Please refer to the guidance on mySCC to help you complete this EIA Screening or speak to a   
member of the EIA Review Group.  
Note: EIAs are published on the SCC website, so ensure content is appropriate.*

**Disclaimer: Some content may not be accessible. If you want to request any such information you can’t access in a different format, please contact** [**EIA.mailbox@suffolk.gov.uk**](mailto:EIA.mailbox@suffolk.gov.uk)

An EIA helps us to demonstrate how we are meeting our statutory Public Sector Equality Duty which requires us to pay “due regard” to the impact of our decisions on people with **protected characteristics** in setting and implementing policies or developing services.

The law does not mean that no changes can be made, even if they have a negative effect on people. However, we must demonstrate that we have considered the impact that could happen and what steps we have put in place to mitigate against any negative impacts.

In addition, you should consider the impact of living in a **rural area** as part of this assessment. Where people live is not a characteristic protected by law, but SCC feels it is good practice to consider carefully how location may affect people’s experience of a policy or service.

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| **Details** |  |
| **Name of the service or policy title** | Emergency Active Travel Fund |
| **Lead officer** *(responsible for the policy or service)* | Graeme Mateer |
| **Officers carrying out the screening**  *(at least one must have done EIA training and it is recommended that an officer responsible for the policy or service is involved in the screening)* | Paul Horne |
| **Is this new or a revision?** *(If revision state when the EIA(s) for this topic had previously been done)* | New |
| **Date this EIA screening was completed** | 10/12/2020 |

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| **Description** |
| **What exactly is proposed?** *(****Briefly*** *describe the service/policy and the changes that are being planned)* |
| A programme of works to provide enhanced cycling and walking facilities, as described in the Government’s [“Gear Change” vision document](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf) and funded via the Government’s Emergency Active Travel Funding. The programme will provide more space and facilities for cycling and walking to encourage the use of these modes of travel. |
| **Why?** *(Describe the reasons for making these changes)* |
| To reduce traffic congestion and the related poor air quality issues, to reduce car dependency and single occupant short car trips. To improve space and facilities for cycling and walking, making it easier to socially distance in busy streets and to make cycling and walking safer modes by reducing interaction with motorised traffic, encouraging more people to leave their cars at home for the short trips. |
| **What will the effect of the changes be?** *(Describe what difference the changes will make on people, communities, localities etc.)* |
| Some High Streets and marketplaces to have a reduced motorised vehicle access to provide more space for cycling and walking. Cycling and walking routes to be enhanced to make them easier and safer to use, segregating the modes of transport and to increase the accessibility for cycling and walking. |
| **How will it be implemented?** *(Describe the decision making process, timescales, process for implementation)* |
| For tranche 2 of the Emergency Active Travel Fund, a number of measures are proposed across Suffolk towns, to provide more space for cycling and walking in the town centres and to improve some of the key cycling and walking routes within the network. Working to create people friendly spaces by removing car domination of streets.  The proposals were evaluated via a prioritisation methodology agreed at the Cycling Policy Development Panel which assessed the value for money of schemes to achieve the highest propensity of additional cycling/walking trips. Those schemes with highest priority and which met the government funding criteria and timeline have been progressed as trials and proposals for potential permanent changes.  The proposed measures have been and will be subject to consultations to explore options and assess public support after which reports will be produced and a decision made, whether to progress to the construction phase. |
| **When is it due to start?** *(Planned start of new/revised policy/service)* |
| The publication of the outline Transport Recovery Plan version 2 has been available since early December 2020, with consultations taking place January 2021 – June 2021, being aware of the Christmas/New Year and Election purdah period (April-May).  The government wishes that the schemes are under consultation or in construction and with all funding committed by April 2021. The expectation is that all the schemes will be in construction before or during Autumn 2021. |
| **Any other relevant details** *(Additional information that will help to explain your plans; may be left blank)* |
| Some of the schemes are to formalise the earlier “safer spaces” schemes introduced by District/Borough Councils on the advice of the government to provide space for social distancing. Where these temporary measures have been locally welcomed the permanent measures are with the highway authority to implement. |

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| **Data about the population** |
| **What is the profile of your current service users by protected characteristics?** *(Where this data is available. If it is not currently available state any plans to collect this in future)* |
| Population projection for 2018 for Suffolk 758,556 (383,523 female & 375,033 male). The schemes will be across Suffolk towns.  [Suffolk Observatory](https://www.suffolkobservatory.info/equality-impact-assessment/report/view/7e956e2ebf884109a5a966395e5e70e9/E10000029) contains a breakdown of the population by the protected characteristics including by age, disability i.e. activities being limited by disability (limited a lot 7.9%, limited a little 10.1%) and rurality (39.7% rural & 40.2% urban).  The 2011 Census data indicates that 17.9% of households have no access to a car/van. The State of Suffolk – How we travel (2019) highlights the benefits of integrating walking and cycling into a daily routine. The Suffolk County Council Transport Mitigation Strategy for the Ipswich Strategic Planning Area research highlights the 2011 Census data for Ipswich which shows over 50% of the population of Ipswich travel less than 5km to work, making many of these journeys suitable for cycling and walking. |
| **What demographic data and information about potential service users and the community have you used in your planning?** *(A brief overview of quantitative data used and qualitative research undertaken, including customer surveys and focus groups, plus links to reports, local or national data that you have used)* The [Suffolk Observatory](https://www.suffolkobservatory.info/equality-impact-assessment/) is a useful place to access some of this information. |
| In addition to the Suffolk population data regarding access to car/van and trip distance. The propensity to cycle tool www.PCT.bike was used to assist with the prioritisation of routes, it provides numbers on the propensity of residents expected to cycle based on the facilities, population density and the hilliness of the area. |

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| **Implications for communities and workforce** |
| *Describe how your plans will* ***specifically*** *affect (or not) people from each of the protected characteristics. Include information for service users and staff (if the changes affect them too) separately in each box.* |

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| **Disability** |  |
| What is the impact on people with **any** disability and what evidence do you have? **If you do not believe there is any impact briefly describe why not.** | Providing more space for modes of transport other than the car is a positive with additional space available for the mobility-impaired to manoeuvre and travel. This will include in some locations the option of using the space previously allocated for car movement and car parking.  Positioning of any structures to restrict car access will be informed by the need to permit/retain access to wheelchairs/mobility vehicles. Where possible crossing points will be relocated to ensure they are on the desire line for cycling and walking.  By reducing car dominance this impacts air quality issues, enhancing well-being and health. Government guidance [health matters](https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution) provide detail on the impact of car emissions on lung function, asthma, respiratory and cardiovascular problems.  The overall impact of the changes will be positive as they will provide more space for people and reduce the car dominance of streets, making movement easier for people. |
| Please select whether there is a positive or negative impact, or if there is no expected impact, select N/A | Positive impact  Negative impact  N/A |
| **If it has** a positive or negative impact, please describe what this will look like. | More space for movement of people in busy shopping areas and along key travel routes. Reduced motorised traffic volumes as people adopt cycling/walking for short trips. |
| Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)* | The transformation of areas/streets from car dominated to people based, the impact has the potential to be high in the areas identified for changes. |
| What could be done to mitigate any **negative** impact or further promote **positive** impact? *(If you expect no impact put N/A)* | Closing roads to motorised traffic may be necessary to prevent or at least reduce bus/taxi access and blue badge parking which may be a negative consequence of measures. Every effort will be made to ensure suitable nearby bus stops and disabled car parking bays will be available.  Seating and cycle parking will be provided where possible to improve the environment for people using the areas.  Publicity around the measures will be used to generate news on benefits of providing space for people and will lead to further demand for similar measures elsewhere. |
| **Age** |  |
| What is the impact on people due to their age and what evidence do you have? **If you do not believe there is any impact briefly describe why not.** | The provision of more space for walking and cycling improves the opportunity for those less experienced and more vulnerable to take advantage of areas free from motorised vehicles. Parents will have greater confidence to cycle and walk with younger children when away from the threat of fast-moving vehicles.  Older members of the population who may be less agile and nimble when interacting with motorised traffic will be able to move without these concerns in the newly created traffic free spaces.  Police data (2014-2018) shows a disproportionate increase in older cyclists (70 years +) injured or killed in road traffic collisions. Bicycles serve as a mobility aid, providing a faster mode of transport than walking. During the same timeframe there was an increase in the numbers of 10-14 year olds injured or killed. |
| Please select whether there is a positive or negative impact, or if there is no expected impact, select N/A | Positive impact  Negative impact  N/A |
| **If it has** a positive or negative impact, please describe what this will look like. | More space for movement of people in busy shopping areas and along key routes. Reduced motorised traffic volumes as people adopt cycling/walking for short trips. |
| Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)* | The transformation of areas/streets will be from car dominated to people based, the impact has the potential to be high in the areas identified for changes. |
| What could be done to mitigate any **negative** impact or further promote **positive** impact? *(If you expect no impact put N/A)* | Publicity around the measures will be used to generate news on benefits of providing space for people and will lead to further demand for similar measures elsewhere. |
| **Sex (gender)** |  |
| What is the impact on people due to their gender and what evidence do you have? **If you do not believe there is any impact briefly describe why not.** | No differential impact to this protected characteristic resulting from the proposed changes. |
| Please select whether there is a positive or negative impact, or if there is no expected impact, select N/A | Positive impact  Negative impact  N/A |
| **If it has** a positive or negative impact, please describe what this will look like. |  |
| Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)* | N/A |
| What could be done to mitigate any **negative** impact or further promote **positive** impact? *(If you expect no impact put N/A)* | N/A |
| **Gender reassignment** |  |
| What is the impact on people who are transgender, non-binary or gender non-conforming and what evidence do you have? **If you do not believe there is any impact briefly describe why not.** | No differential impact to this protected characteristic resulting from the proposed changes. |
| Please select whether there is a positive or negative impact, or if there is no expected impact, select N/A | Positive impact  Negative impact  N/A |
| **If it has** a positive or negative impact, please describe what this will look like. |  |
| Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)* | N/A |
| What could be done to mitigate any **negative** impact or further promote **positive** impact? *(If you expect no impact put N/A)* | N/A |
| **Sexual orientation** |  |
| What is the impact on people due to their sexual orientation and what evidence do you have? **If you do not believe there is any impact briefly describe why not.** | No differential impact to this protected characteristic resulting from the proposed changes. |
| Please select whether there is a positive or negative impact, or if there is no expected impact, select N/A | Positive impact  Negative impact  N/A |
| **If it has** a positive or negative impact, please describe what this will look like. |  |
| Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)* | N/A |
| What could be done to mitigate any **negative** impact or further promote **positive** impact? *(If you expect no impact put N/A)* | N/A |
| **Race** |  |
| What is the impact on people due to their race and what evidence do you have? **If you do not believe there is any impact briefly describe why not.** | No differential impact to this protected characteristic resulting from the proposed changes. |
| Please select whether there is a positive or negative impact, or if there is no expected impact, select N/A | Positive impact  Negative impact  N/A |
| **If it has** a positive or negative impact, please describe what this will look like. |  |
| Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)* | N/A |
| What could be done to mitigate any **negative** impact or further promote **positive** impact? *(If you expect no impact put N/A)* | N/A |
| **Religion or belief** |  |
| What is the impact on people due to their religion or belief and what evidence do you have? **If you do not believe there is any impact briefly describe why not.** | No differential impact to this protected characteristic resulting from the proposed changes. |
| Please select whether there is a positive or negative impact, or if there is no expected impact, select N/A | Positive impact  Negative impact  N/A |
| **If it has** a positive or negative impact, please describe what this will look like. |  |
| Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)* | N/A |
| What could be done to mitigate any **negative** impact or further promote **positive** impact? *(If you expect no impact put N/A)* | N/A |
| **Marriage/civil partnership** |  |
| What is the impact on people who are married or in a civil partnership and what evidence do you have? **If you do not believe there is any impact briefly describe why not.** | No differential impact to this protected characteristic resulting from the proposed changes. |
| Please select whether there is a positive or negative impact, or if there is no expected impact, select N/A | Positive impact  Negative impact  N/A |
| **If it has** a positive or negative impact, please describe what this will look like. |  |
| Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)* | N/A |
| What could be done to mitigate any **negative** impact or further promote **positive** impact? *(If you expect no impact put N/A)* | N/A |
| **Pregnancy/maternity** |  |
| What is the impact on people who are pregnant women or those with a young child and what evidence do you have? **If you do not believe there is any impact briefly describe why not.** | Providing more space for modes of transport other than the car is a positive with additional space available for those using a pushchair or pram to manoeuvre and travel. This will include in some locations the option of using the space previously allocated for car movement and car parking.  Where possible crossing points will be relocated to ensure they are on the desire line for cycling and walking. |
| Please select whether there is a positive or negative impact, or if there is no expected impact, select N/A | Positive impact  Negative impact  N/A |
| **If it has** a positive or negative impact, please describe what this will look like. | More space for movement of people in busy shopping areas and along key travel routes. Reduced motorised traffic volumes as people adopt cycling/walking for short trips. |
| Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)* | The transformation of areas/streets from car dominated to people based, the impact has the potential to be high in the areas identified for changes. |
| What could be done to mitigate any **negative** impact or further promote **positive** impact? *(If you expect no impact put N/A)* | Closing roads to motorised traffic may be necessary to prevent or at least reduce bus/taxi access which may be a negative consequence of measures. Every effort will be made to ensure suitable nearby bus stops will be available.  Seating and cycle parking will be provided where possible to improve the environment for people using the areas.  Publicity around the measures will be used to generate news on benefits of providing space for people and will lead to further demand for similar measures elsewhere. |

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| **Rurality** |
| *The Rural-Urban definition (DEFRA) introduced in 2004, defines urban areas as settlements of over 10,000 people. Other settlements are defined as one of three rural types: town and fringe, village or hamlet, and dispersed.* |

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| What is the impact on people who live in an urban or rural area and what evidence do you have? **If you do not believe there is any impact briefly describe why not.** | The changes proposed in tranche 2 are within urban areas, the areas of most congestion of people and vehicles. Providing additional space for cycling and walking and reducing the car domination of streets with the associated impacts on poor air quality. The proposed changes will provide further opportunity for people to cycle and walk in car free environments.  People travelling into towns from rural areas will be able to benefit from the additional space provided for walking and cycling, with reduced congestion in towns as more urban residents adopt cycling and walking for short trips.  A small number of onstreet parking spaces may be unavailable as some High Streets are closed to motorised traffic. |
| Please select whether there is a positive or negative impact, or if there is no expected impact, select N/A | Positive impact  Negative impact  N/A |
| **If it has** a positive or negative impact, please describe what this will look like. | Overall positive benefit for those living in a rural environment when visiting services in town centres.  No impact in the rural environment within this current programme of work.  The focus of benefits will relate to urban areas where more people reside and travel in a more congested network. The changes will help reduce poor air quality and will generate improved movement opportunities for cycling and walking. |
| Do you expect the extent of the impact to be low, medium or high? *(If you expect no impact put N/A)* | Low impact in the rural setting, little impact to visiting urban centres.  High impact to the urban setting where the changes present the opportunity to transform High Streets and some routes, to make them free from car domination. |
| What could be done to mitigate any **negative** impact or further promote **positive** impact? *(If you expect no impact put N/A)* | Publicity around the measures will be used to generate news on benefits of providing space for people and will lead to further demand for similar measures elsewhere.  The negative impact of the loss of some on-street parking to be mitigated by ensuring suitable alternate car parking. |

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| Recommendation to EIA Review Group |  |
| In your opinion, should a full EIA be carried out for this policy or service change? *(Enter Yes or No)* | No |
| Briefly give your reason | The programme will include consultation and engagement with the community to assess and review the proposed measures. The measures will be designed in accordance with the government’s July 2020 “Gear Change” vision and Local Transport Note 1/20 design guidance. |

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| A full EIA involves consultation with all stakeholders, which may include: actual and potential service users, community groups, staff and managers, partner agencies and trade unions.  For guidance contact the Lead for Equalities and Inclusion via [EIA.mailbox@suffolk.gov.uk](mailto:EIA.mailbox@suffolk.gov.uk) |