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England's Economic Heartland

EQUALITY IMPACT ASSESSMENT

Appendix E to the ISA

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EQUALITY IMPACT ASSESSMENT
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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70068182
OUR REF. NO. 70068182

DATE: JUNE 2020

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	For client review	Final Review	Final for Consultation	
Date	May 2020	May 2020	June 2020	
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Project number	70068182	70068182	70068182	
Report number	01	02	03	
File reference				

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EXECUTIVE SUMMARY

An Equalities Impact Assessment (EqIA) of transport principles and policies within the England's Economic Heartland (EEH) region was undertaken in support of the Integrated Sustainability Appraisal (ISA) alongside the preparation of a Transport Strategy to encourage sustainable development.

Equality issues considered included both direct and indirect effects from the transport policy principles and policies upon the EEH region's wider community, including its population and particularly groups that share protected characteristics as defined under the Equality Act 2010.

Baseline data was collected for the EEH region to compile a social profile for the region and includes information on gender, religion, age, disability, race and deprivation. Information was collected primarily from the Office of National Statistics (ONS) using data retrieved during the 2011 Census and Public Health Profiles from Public Health England (PHE). Where appropriate and available, baseline information was updated or supplemented with more recent published data.

An EqIA was undertaken for transport policy principles and policies listed in section 2 of the ISA report ranging from new infrastructure, improvements to existing infrastructure, and behavioural change. The transport policy principles and policies were assessed against six protected characteristics including gender, religion, age, disability, race and deprivation and were given a qualitative score of positive (+), neutral (0) or negative (-) based on their likelihood to impact equality.

The assessment has identified that transport policy principles and policies are likely to result in primarily positive and neutral equality impacts at a concept level. The potential for some negative impacts at a concept level, without the consideration of mitigatory action, is identified. It is assumed that full EqIA will be undertaken on a scheme by scheme basis to identify any scheme specific impacts and necessary mitigation measures.

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1 INTRODUCTION

1.1 BACKGROUND AND CONTEXT

1.1.1. England's Economic Heartland (EEH) is the sub-national transport body representing 11 Local Authorities (LAs) and six Local Enterprise Partnerships (LEPs) across the Oxford-Cambridge Arc and surrounding areas.

1.1.2. An Integrated Sustainability Appraisal (ISA) has been undertaken alongside the preparation of the Transport Strategy. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the Transport Strategy might otherwise have.

1.1.3. This Equalities Impact Assessment (EqIA) will assess transport policy principles and policies proposed in the Transport Strategy from an equality perspective and will seek to identify whether such transport policy principles and policies might have an adverse impact on equality of opportunity.

1.1.4. This EqIA has been completed at a strategic level for the Transport Strategy, and there is an assumption that location specific issues and design considerations at a scheme level will be assessed under scheme specific EqIAs, and that design standards will apply. It is also assumed that when transport interventions are considered at a later stage, the impacts of the relevant modes or policies selected will be assessed for disproportionate effects on vulnerable users as a package of measures.

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2 LEGISLATION

2.1.1. The Equality Act 2010 came into force on 1 October 2010 and brought together over 116 separate pieces of legislation into a single Act. The Act provides a legal framework to protect the rights of individuals that share defined "protected characteristics" and advance equality of opportunity.

2.1.2. Those "protected characteristics" which identify the vulnerable groups who may be disproportionately impacted upon or discriminated against are outlined in **Table 2-1**. Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who has that characteristic, e.g. cares for someone with a disability.

Table 2-1 - Protected Characteristics covered with and Equality Impact Assessment

Protected Characteristic	People and Aspects Included
Gender	Men, women, married and single people; parenting, caring, flexible working and equal pay concerns.
Religion or belief	People who have a religious belief; people who are atheist or agnostic; people who have a philosophical belief which affects their view of the world or the way they live.
Age	Children (0-16), young people (17-25), working age people (15-64) and elderly people (65 and over).
Disability	People with physical, mental, sensory, visible or hidden impairment (e.g. cancer, HIV, dyslexia).
Race	People from various ethnic groups, as for the Census categories, e.g. White British, Chinese, British Asians, Travellers, Gypsies, Roma, those who are of Caribbean origin, people of mixed heritage, White Irish communities, and people of other nationalities who reside in Britain.
Sexual Orientation	Heterosexual and bisexual men and women, gay men and lesbians.
Gender reassignment (transgender/transsexual)	Anyone who is proposing to undergo, are undergoing or have undergone a process for the purpose of reassigning their sex.
Pregnancy and Maternity	Pregnant women and new mothers – protection against maternity discrimination (including as a result of breast feeding).
Marriage and civil partnership	People who are married or are civil partners

2.1.3. Section 149 of the Act provides for a Public-Sector Equality Duty. This requires that public bodies such as EEH, in the exercise of their functions, give "due regard to the need to":

▪ Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;

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- Advance equality of opportunity between people who share a protected characteristic and those who do not. This includes:
  - Removing or minimising disadvantages suffered by people due to protected characteristics;
  - Taking steps to meet the needs of people with protected characteristics where these are different from the needs of other people; and
  - Encouraging people with protected characteristics to participate in public life or in other activities where their participation is disproportionately low.
- Foster good relations between people who share protected characteristic and those who do not. This includes:
  - Tackling prejudice;
  - Promoting understanding; and
  - Eliminating unlawful discrimination, harassment and victimisation.

2.1.4. The duty also applies to private sector companies when carrying out functions or services on behalf of public sector bodies.

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3 EQUALITY IMPACT ASSESSMENT

3.1 WHAT IS EQIA?

3.1.1.   An EqIA considers the impact of a project or policy on persons or groups of persons who share characteristics which are protected under section 4 of the Equality Act 2010 ("protected characteristics") and might also include others considered to be vulnerable within society such as low-income groups. It is an information gathering tool which enables decision makers within public bodies to implement their equality duty under the Equality Act 2010.

3.1.2.   An EqIA guides decision makers and designers to:

- Consider the effects of existing and proposed policy or practice on people who share a "protected characteristic"; and
- Identify opportunities to improve equality of opportunity and eliminate discrimination.

3.1.3.   An EqIA should be carried out before making decisions, to inform and shape the outcomes. They should be updated throughout the decision-making process as necessary, as policy or practices are developed.

3.1.4.   There are three stages to an EqIA; screening, full assessment and outcome monitoring. The screening stage determines which protected characteristics are likely to experience disproportionate impacts, and therefore require consideration within the EqIA. This considers the nature of the public function being exercised and available information on users and impacts. This document represents the assessment on those groups identified.

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4 SOCIAL PROFILE

4.1 INTRODUCTION

4.1.1. A social profile for the EEH region has been compiled from publicly available data to provide context for the assessment. This comprises information on protected characteristic groups and the local communities likely to be impacted by the policies proposed in the Transport Strategy.

4.1.2. The following baseline is also reflected in section 4 of the ISA report.

4.1.3. It should be noted that the last Census was taken in 2011 and therefore, where possible, data has been substituted with more recent information.

4.2 PROTECTED CHARACTERISTICS PROFILE

4.2.1. Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010:

- Gender;
- Religion;
- Age;
- Disability; and
- Race.

4.2.2. Certain protected characteristics, including sexual orientation, gender reassignment, pregnancy and maternity, and marriage and civil partnerships have not been included in the assessment due to a lack of publicly available data at the time of writing. Although not a protected characteristic under the Equality Act 2010, the social profile also includes data on deprivation as it provides a measure of a combination of social-economic metrics.

4.3 GENDER

4.3.1. In 2018 the EEH region has a total population of 5,171,900 people, with the LA of Hertfordshire having the highest total population with 1,184,400[1].

4.3.2. Within the EHH region approximately 48.7% of population are male and 51.3% female, which is comparable with the national male and female percentage of 49.2% and 50.8% respectively.

4.4 RELIGION

4.4.1. 66.4% of the population in the EEH region identify with a religion as stated in the 2011 Census, of which 86.6% identify as Christian. The second largest religious group are Muslims, who make up approximately 8.3% of the religious population. The collation of other minority religions in the EEH region totals approximately 5.1% of the religious population and includes religions such as

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[1] Office for National Statistics, 2019 – Annual Population Survey Residents Population by EEH Region Local Authority District

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Hinduism, Sikhism, Judaism and Buddhism[2]. **Table 4-1** shows the breakdown per religious group out of the total population for the EEH region and for England.

Table 4-1 - Religious Groups within the EEH region and England (2011)

Location	Christian (%)	Muslim (%)	Buddhist (%)	Hindu (%)	Jewish (%)	Sikh (%)	Other religion (%)	No religion (%)	Religion not stated (%)
EEH*	57.5	5.5	0.4	1.5	0.3	0.7	0.5	26.7	6.9
England	59.4	5	0.5	1.5	0.5	0.8	0.4	24.7	7.2

*average across the 11 local authorities within the EEH region

4.5 POPULATION AND AGE

4.5.1.   According to the 2011 Census, [3]. the overall age structure of the EEH population is very similar to that of England, as shown in **Figure 4-1** below.

Figure 4-1 - Percentage of the population in each age group for the EEH region and England (2011)

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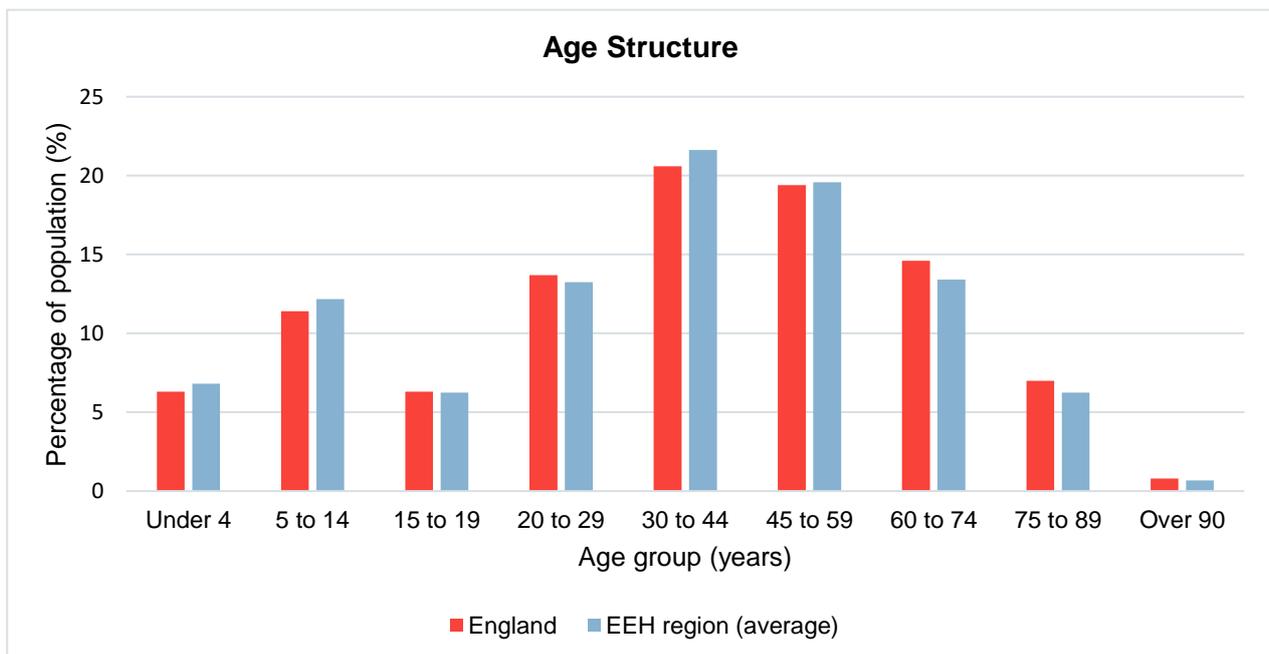
[2] NOMIS (2011). 2011 Census – Religion

[3] NOMIS (2011). 2011 Census – Age structure

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4.6 DISABILITY

4.6.1. Disability can be assessed in terms of ability to undertake an activity. **Table 4-2** shows the proportion of the population whose day to day activities are limited by a long-term health problem or disability. As shown, the EEH region has a lower percentage of the population than the national average who experiences some form of limitation and subsequently has a higher percentage of the population without limitations[4].

Table 4-2 - Proportion of those living with limiting health problems or disability for the EEH region and England (2011)

Location	Limited a Lot (%)	Limited a Little (%)	Not Limited (%)
EEH region*	6.6	8.3	85.1
England	8.3	9.3	82.4

*average across the 11 local authorities within the EEH region

4.7 RACE

4.7.1. The diversity of different ethnicities is relatively low in the region, approximately 84.6% of the region identify as White British, Irish, Traveller or Other White. Approximately 12.2% of the EEH region population identify as being from a BAME (Black, Asian, and minority ethnic) background, which is marginally higher than the national average of approximately 11.3%[5].

Table 4-3 - Ethnicity in the EEH region and England (2011)

Location	White British / Irish / Travellers / Other White (%)	Mixed / multiple ethnic group (%)	Asian / Asian British (%)	Black / African / Caribbean / Black British (%)	Other i.e. Arab (%)
EEH region*	84.6	2.6	9	3.2	0.6
England	85.4	2.3	7.8	3.5	1

*average across the 11 local authorities within the EEH region

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[4] NOMIS (2011). 2011 Census – Health and provision of unpaid care

[5] ONS (2011). 2011 Census – Ethnic group

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4.8 UNEMPLOYMENT AND DEPRIVATION

4.8.1. The proportion of unemployment in the EEH region is lower than the UK. In addition, the average weekly pay is higher in the EEH region compared to the national average[6].

Table 4-4 - Economic Profile (2018)

Unemployment and Deprivation	Economically active: Unemployed (%)	Average Weekly Pay (£)
EEH region*	21	474.62
England	25	451.20

*average across the 11 local authorities within the EEH region

4.8.2. The English Indices of Deprivation 2019[7] are a collection of several separate indices (covering Income, Employment, Health Deprivation and Disability, Education Skills and Training, Barriers to Housing and Services, Crime and Living Environment) measuring deprivation within all local authorities in England.

4.8.3. **Table 4-5** below shows the level of deprivation for each LA according to the Index of Multiple Deprivation 2019 nationally, with 1 being the least deprived and 151 the most deprived. Within the EEH region, the Luton LA has the highest levels of deprivation and Oxfordshire LA has the lowest levels of deprivation. It is worth noting that although most LA's within the EEH region are very affluent, they can contain pockets of very deprived areas. For example, Cambridgeshire is overall very affluent, however it contains the district of Fenland which is the most deprived district in the EEH region.

Table 4-5 - Indication of Deprivation within the LAs of the EEH region

Area	Average Ranking	Category
Peterborough	42	20% most deprived
Cambridgeshire	129	20% least deprived
Northamptonshire	104	40% least deprived
Bedford Borough	97	40% least deprived
Milton Keynes	107	30% least deprived
Central Bedfordshire	138	10% least deprived

[6] Public Health Profiles (2018). Average weekly earnings

[7] Ministry of Housing, Communities and Local Government (2019). English indices of deprivation 2019. Available at: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019

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Area	Average Ranking	Category
Luton	41	20% most deprived
Hertfordshire	135	20% least deprived
Buckinghamshire	145	10% least deprived
Oxfordshire	142	10% least deprived
Swindon	106	30% least deprived

4.8.4.   The EEH region contains neighbourhoods covering the entire deprivation spectrum, ranging from 10% most deprived to 10% least deprived. The most deprived neighbourhoods are generally found in and around the city and town centres. The local authorities of Fenland, Luton and Peterborough are amongst the top 20% of deprived local authorities nationally, whilst the local authorities of Three Rivers, South Bucks, South Cambridgeshire, West Oxfordshire, South Oxfordshire, Vale of White Horse, St Albans, East Hertfordshire, South Northamptonshire and Chiltern are amongst the top 10% of least deprived local authorities nationally.

4.9   PROJECTED POPULATION

4.9.1.   The population between 2018 and 2050 in the EEH region is set to increase by 26% (from 5.4 million to 6.9 million)%, with the greatest increases seen in the over 90's. The EEH region consists of 37 LA's, 3 of which (South Bucks, Three Rivers and Central Bedfordshire are expected to see a decrease in population. The largest growth expected is in Daventry with an increase of 68%[8], which is above the national average of 10%[9]. Only Luton is expected to see a reduction in the population size, with a decrease of 5.7% by 2043. **Table 4-6** below shows the population projections per age group across the EEH region.

Table 4-6 - Population Projections across the EEH region 2018 - 2043

Age Group	2018	2043	% change
0-4	327,463	316,438	- 3.4
5-9	350,877	317,004	- 9.6
10-14	321,472	316,216	- 1.6
15-19	287,758	309,695	+ 7.6

[8] EEH ProjectView, Table 2: EEH Population change, given by expected changes in household growth

[9] ONS. 2018. 2018-Based Subnational Population Projections for Local Authorities and Higher Administrative Areas in England

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Age Group	2018	2043	% change
20-24	289,561	287,694	- 0.6
25-29	316,090	326,512	+ 3.3
30-34	340,699	348,099	+ 2.2
35-39	361,023	338,393	- 6.3
40-44	339,647	326,313	- 3.9
45-49	365,835	352,152	- 3.7
50-54	327,265	362,014	+ 10.6
55-59	331,139	358,536	+ 8.3
60-64	274,662	342,873	+ 24.8
65-69	248,646	297,416	+ 19.6
70-74	238,045	298,124	+ 25.2
75-79	160,619	278,752	+ 73.5
80-84	123,444	219,327	+ 77.7
85-89	77,300	140,749	+ 82.1
90+	45,489	101,993	+ 124.2
All ages	55,874,726	62,914,683	+12.6

4.9.2. It should be noted that the data used in Table 4-6 above does not completely align with future population projected in the EEH databank, which is based upon expected changes in household growth. EEH data is not currently broken down into age groups, which is needed for the EqIA baseline, hence the inclusion of ONS Subnational Population Projections.

4.10   BASELINE SUMMARY

4.10.1. The EEH's proportions of the gender split, race and religion are similar to England overall. The proportion of the population who would state that their day to day activities are limited by a long-term health problem or disability is slightly lower than the national average.

4.10.2. The EEH region is generally economically prosperous, with higher levels of income and employment compared to the national average. There are some pockets of deprivation across the EEH region, for example within Cambridgeshire, Peterborough and Luton. However, the scope of this assessment will look at the EEH region as a whole.

4.10.3. As detailed schemes and interventions come forward, these should be assessed in more detail to understand the potential impacts on specific local populations and vulnerable groups.

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5 IMPACT ASSESSMENT

5.1 INTRODUCTION

5.1.1. The EEH Transport Strategy: Strategic Context states that its vision is "To realise sustainable growth opportunities, improve the quality of life and wellbeing for Heartland residents and businesses, by harnessing the Heartland's globally renowned centres of innovation to unlock a world class, de-carbonised transport system.". It aims to improve transport in the EEH region using the following key principles:

- Achieving net-zero carbon emissions from transport no later than 2050;
- Improving quality of life and wellbeing through an inclusive transport system accessible to all which emphasises sustainable and active travel;
- Supporting the regional economy by connecting people and businesses to markets and opportunities; and
- Ensuring the Heartland works for the UK by enabling the efficient movement of people and goods through the region and to/from international gateways.

5.1.2. It is also essential to ensure that no groups with protected characteristics (see **Table 2-1** above) or other vulnerable people are adversely impacted by the Transport Strategy. Certain equality groups are unlikely to be impacted specifically as a result of this transport strategy and have been scoped out of this assessment. These include:

- Sexual orientation;
- Gender re-assignment;
- Pregnancy and Maternity; and
- Marriage.

5.2 ASSESSMENT METHODOLOGY

5.2.1. The impact assessment will assess the transport policy principles and policies outlined section 2 of the ISA report from an equality perspective. Impacts on protected characteristic groups will be identified as positive, negative or neutral.

5.3 ASSESSMENT SUMMARY

5.3.1. Overall, the transport policy principles and policies should have a positive impact on the general public that are living, working or visiting the EEH region by providing a safer, resilient, sustainable and convenient transport opportunities for the region. Some of the most vulnerable groups (those considered within this EqIA and falling within protected characteristic groups) will particularly benefit, specifically:

- People with limited or no access to cars (affecting those in deprived areas, those with limited mobility such as the young, the old, and some with disabilities);
- People with respiratory illnesses, and those more susceptible to poor air quality (particularly younger and older people); and
- People that require access to employment, education, health and/ or other services.

5.3.2. Although positive, there are still possible adverse impacts that would be felt by those with limited mobility who are unable to participate in active travel (such as older people or people with a mobility

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limiting disability). Therefore, the Strategy should incorporate measures for all levels of mobility so as not to exclude people who are unable to participate in active travel.

5.3.3.   There is also the potential for those with limited access or understanding of emerging technologies (such as older people, those on lower incomes and those with learning difficulties) to be adversely affected or not able to make full use of benefits of digital connectivity measures.

5.3.4.   The matrix below summarises the policy, equality impacts and recommendation where adverse impacts have been identified. In the following, equality impact refers to the impacts the transport policy principles and policies are likely to have on one or more of the five protected characteristic groups considered, in addition to deprivation as additional indicator.

Table 5-1 - Transport Policy Principles and Policies and Equality Effects

Symbol	Impact
+	Positive
0	Neutral
-	Negative

Transport Policy Principles and Policies	Impact						Reasons	Mitigation measures / Recommendations
	Gender	Religion	Age	Disability	Race	Deprivation		
Decarbonisation of our Transport System: Policies T1, T2 and T3	0	0	+	+	0	+	Decarbonisation of the rail and road networks would result in less air pollution, which is of particular benefit to those with underlying respiratory ailments, and the younger and older populations. Improvements to the railway network would be of particular benefit for younger and elderly people, those with disabilities and those in low income and/or in carless households. An increase in capacity, connectivity and efficiency would improve accessibility to education, employment and health services beyond their local neighbourhoods. Reducing the number of single occupancy vehicles would increase journey time reliability and efficiency, particularly on transport networks in more urban areas. However, this is unlikely to benefit those living in rural areas who rely on their vehicles and those in low income and/or carless households. The decarbonisation of the road fleet is unlikely to benefit those in low income and/or carless households.	Consideration should be given to the improvements of bus services to ensure those in low income families and/or carless houses proportionally benefit from these policies. These policies will primarily benefit vehicle users in general; opportunities should be sought to ensure these policies are more inclusive.
Mobility for the future: Policies T4, T5 and T6	+	+	+ -	+ -	+	+ -	Technological advancements have the potential to improve the efficiency and accessibility of the transport network and encourage the use of public transport. However, continuously evolving technology makes it more difficult for certain groups, particularly the elderly and those in low income groups, to keep up with changes and experience the benefits. By prioritising non-motorised vehicles and powered two-wheelers (including mobility scooters and powered wheelchairs), this will improve accessibility and connectivity and benefit all groups of people. However, this will be of particular benefit to those who do not have access to a car due to age or disability; those living in deprivation or with low income would also benefit from improved access to free transport modes i.e. footpaths and cycleways. Supporting proposals which contribute to net-zero carbon, and the encouragement to use non-motorised forms of transport would encourage	Consideration needs to be given to those who may not have the same understanding of or access to emerging technology (for example the elderly, those with learning difficulties or in low income groups).

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Transport Policy Principles and Policies	Impact						Reasons	Mitigation measures / Recommendations
	Gender	Religion	Age	Disability	Race	Deprivation		
							the reduction in air pollution, which is of particular benefit to those with underlying respiratory ailments, and the younger and older populations.	
The East West Mainline: Policies T7, T8, T9, T10 and T11	0	0	+ -	+ -	0	+ -	Rail users will benefit from increased capacity and potentially faster train times, leading to greater journey reliability. Improvements in connectivity would benefit people using the rail network to access education, employment and/or health services, particularly for younger and older people, people with disabilities, those without access to a car, as well as people who are unemployed or with low income. Improvements to the rail network would make this option more attractive and reliable, which may encourage rail travel over private vehicles. This would reduce congestion and improve air quality, which is of particular benefit to children, the elderly and/or those with underlying respiratory ailments. A digitally connected transport network will benefit users but it is likely that the elderly and those with low income who have no access to smart phones will not benefit from this. Some rail stock and booking systems can discourage the use of rail travel by cyclists, particularly where prior booking for bike spaces is required, or in the case of women and those with disabilities in particular, where vertical storage of bikes is required (and lifting is required), or where limited space is provided for only certain styles of bicycle. Additionally, different train operators have different regulations regarding permitted cycle use, which could discourage use on journeys using multiple train operators.	Opportunities should be sought to integrate bus and light rail services with other transport modes such as pedestrian and cycling routes. Adequate provision at stations should be made for disabled parking, drop-off zones and taxi provision. It is assumed that design standards will be adhered to when designing new stations and facilities and specific consideration will be given of certain types of disability such as wheelchair users, and those with limited mobility (including those with mobility limiting disabilities, the elderly and carers of young children). Franchise holders and train operators should consider the use of their network by cyclists when designing or selecting rail stock and implementing booking systems. Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low income groups).
Other East-West Arcs: Policies T12 and T13	-	0	+ -	+ -	0	+ -	Rail users will benefit from increased capacity and potentially faster train times, leading to greater journey reliability. Improvements in connectivity would benefit people using the rail network to access education, employment and/or health services, particularly for younger and older people, people with disabilities, those without access to a car, as well as people who are unemployed or with low income. Improvements to the rail network would make this option more attractive and reliable, which may encourage rail travel over private vehicles. This would reduce congestion and improve air quality, which is of particular benefit to children, the elderly and/or those with underlying respiratory ailments. Some rail stock and booking systems can discourage the use of rail travel by cyclists, particularly where prior booking for bike spaces is required, or in the case of women, the elderly and those with disabilities in particular, where vertical storage of bikes is required (and lifting is required), or where limited space is provided for only certain styles of bicycle. Additionally, different train operators have different regulations regarding permitted cycle use, which could discourage use on journeys using multiple train operators.	Opportunities should be sought to integrate bus and light rail services with other transport modes such as pedestrian and cycling routes. Adequate provision at stations should be made for disabled parking, drop-off zones, bicycle storage and taxi provision. It is assumed that design standards will be adhered to when designing new stations and facilities and specific consideration will be given of certain types of disability such as wheelchair users, the deaf and blind, and those with limited mobility (including those with mobility limiting disabilities, the elderly and carers of young children). Franchise holders and train operators should consider the use of their network by cyclists when designing or selecting rail stock and implementing booking systems.

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Transport Policy Principles and Policies	Impact						Reasons	Mitigation measures / Recommendations
	Gender	Religion	Age	Disability	Race	Deprivation		
Improving North-South Connectivity: Policies T14, T15, T16, T17 and T18	-	0	+ -	+	0	+ -	**Rail provision** Rail users will benefit from increased capacity and potentially faster train times, leading to greater journey reliability. Improvements in connectivity would benefit people using the rail network to access education, employment and/or health services, particularly for younger and older people, people with disabilities, those without access to a car, as well as people who are unemployed or with low income. Improvements to the rail network would make this option more attractive and reliable, which may encourage rail travel over private vehicles. This would reduce congestion and improve air quality, which is of particular benefit to children, the elderly and/or those with underlying respiratory ailments. A digitally connected transport network will benefit users but it is likely that the elderly and those with low income who have no access to smart phones will not benefit from this. Some rail stock and booking systems can discourage the use of rail travel by cyclists, particularly where prior booking for bike spaces is required, or in the case of women, the elderly and those with disabilities in particular, where vertical storage of bikes is required (and lifting is required), or where limited space is provided for only certain styles of bicycle. Additionally, different train operators have different regulations regarding permitted cycle use, which could discourage use on journeys using multiple train operators. **Highways provision** Road users, including both private car and public transport users, will benefit from more capacity and greater journey time reliability through the re-distribution of traffic. Strategic improvements to roads are likely to have a beneficial impact on public transport and will therefore benefit people using these facilities to access education, employment and/or health services, particularly those beyond their local neighbourhood, particularly younger and older people, people with disabilities, as well as the unemployed. Greater resilience in the strategic road network through improvement will help all transport users, including those using private cars, who are likely to experience more reliable journeys, and less likely to be impacted by travel disruption. However, the provision of new roads may incur a reduction in air quality through increased air pollution. This is particularly detrimental to people with respiratory illnesses, younger and older people. New roads and widening may also result in beneficial or adverse impacts for active travel users should journey lengths change, barriers to travel increase or decrease or levels of perceived severance change. This is relevant to	Opportunities should be sought to integrate bus, highways, rail and light rail services with other active travel modes such as pedestrian and cycling routes. Adequate provision at public transport stations should be made for bicycle storage, disabled parking, drop-off zones and taxi provision. It is assumed that design standards will be adhered to when designing new public transport stations and facilities and specific consideration will be given of certain types of disability such as wheelchair users, and those with limited mobility (including those with mobility limiting disabilities, the elderly and carers of young children). Franchise holders and train operators should consider the use of their network by cyclists when designing or selecting rail stock and implementing booking systems. Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low income groups).

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							those with limited mobility (including older people and those with disabilities which restrict mobility), wheelchair users and parents and carers using push chairs.	
Transforming Intra and Inter Regional Journeys: Policies T19, T20, T21 and T22	-	0	+ -	+	0	+ -	Improvements to public transport has the potential to increase the attractiveness and reliability of travelling by public transport for passengers. Improvement are likely to improve mobility across the EEH region and access to employment, education and/or health services for people who live in more rural areas or do not have access to private vehicles. Supporting people without access to private cars to use alternative modes of travel (public transport active travel) will benefit people who cannot drive due to health reasons or their age, as well as those that do not own their own car. Traffic management measures to reduce congestions and technological advancements in traffic data such as informing network users of collisions and delays could reduce congestion and stress levels. Greater availability of information would better meet the needs of vulnerable groups. However, the use of digital infrastructure may non benefit all of the community, as it may require access to and knowledge of how to use smart phones and other devices. Those elderly members of the population and/or those lower income groups without access to a smart device, may not benefit so greatly. Digital divides could inhibit the widespread implementation of robust and reliable digital transport networks. Greater investment in the strategic road network through improvement will help all transport users, including those using private cars, who are likely to experience more reliable journeys, and less likely to be impacted by travel disruption. However, the provision of new roads may incur a reduction in air quality through increased air pollution. This is particularly detrimental to people with respiratory illnesses, younger and older people.	Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low income groups). Plans should consider to the needs of people with limited mobility and ensure public transport facilities and non-motorised travel forms are accessible for all users including those with reduced mobility or disability.
Transport Oriented Development: Policies T23 and T24	+	0	+ -	+	0	+ -	Improvements to transport infrastructure will improve connectivity will increase accessibility to employment, education, health services, social and/or leisure activities for people outside their local area. The introduction of a mass-transit system between settlements could provide a fast, efficient and frequent service which is an attractive alternative to the car. Mass-transit systems will help to support people without access to private cars to use alternative modes of travel, which will benefit people who cannot drive due to health reasons or their age, as well as those that do not own their own car. Investments into strategic transport infrastructure are likely to have a beneficial impact on public transport, road network and active travel, which in	Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low income groups). Plans should consider to the needs of people with limited mobility and ensure public transport facilities and non-motorised travel forms are accessible for all users including those with reduced mobility or disability. Opportunities should be sought to integrate bus, highways, rail and light rail services with other active travel modes such as pedestrian and cycling routes.

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							turn will benefit people using these facilities to access education, employment and/or health services, particularly those beyond their local neighbourhood, particularly younger and older people, people with disabilities, as well as the unemployed. Integrating travel modes will benefit all groups and will encourage people to use other forms of transport such as walking or cycling, which is also encouraging health lifestyles. In addition, modal shifts to more active transport may have benefits to noise and air quality across the EEH region, particularly around the major urban centres and transport hubs.	Adequate provision at public transport stations should be made for bicycle storage, disabled parking, drop-off zones and taxi provision.
Improving Local Connectivity: Policies T25 and T26	+	+	+ −	+ −		+ −	Improvements to public transport facilities could improve mobility across the EEH region and accessibility to employment, education and/or health services for people who live in more rural areas or do not have access to private vehicles. Additionally, improvements to passenger waiting facilities and available information would better meet the needs of vulnerable groups. Integrating travel modes at key interchanges and mobility hubs will benefit all groups and will encourage people to use other forms of transport such as walking or cycling, which is also encouraging health lifestyles. Supporting people without access to private cars to use alternative modes of travel (public transport active travel) will benefit people who cannot drive due to health reasons or their age, as well as those that do not own their own car. Technological advancements have the potential to improve the efficiency and accessibility of the transport network and encourage the use of public transport. However, continuously evolving technology makes it more difficult for certain groups, particularly the elderly and those in low income groups, to keep up with changes and experience the benefits.	Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low income groups). Plans should consider to the needs of people with limited mobility and ensure public transport facilities and non-motorised travel forms are accessible for all users including those with reduced mobility or disability.
Rural Connectivity: Policy 27	0	0	+ −	+ −	0	+ −	Improvements in connectivity for those in rural communities would benefit people travelling to access education, employment and/or health services, particularly for younger and older people, people with disabilities, those without access to a car, as well as people who are unemployed or with low income. A digitally connected transport network will benefit users but it is likely that the elderly and those with low income who have no access to smart phones will not benefit from this.	Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low income groups). Opportunities should be sought to integrate bus, highways, rail and light rail services with other active travel modes such as pedestrian and cycling routes.

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Connecting to Global Markets: Policies T28 and T29	0	0	+	+	0	+	Improvements in connectivity in public transport for those travelling to airports for employment purposes would be beneficial, particularly for younger and older people, people with disabilities, those without access to a car, as well as people who are unemployed or with low income. Improvements in connectivity of public transport focussed on reducing the environmental footprint of operators would also result in less air pollution, which is of particular benefit to those with underlying respiratory ailments, and the younger and older populations.	Opportunities should be sought to integrate bus, highways, rail and light rail services with other active travel modes such as pedestrian and cycling routes.
Realising the Potential for Rail Freight: Policies T30 and T31	0	0	+	+	0	+	Providing alternative options to freight transportation via rail may reduce road congestion. This may also have knock-on effect of improving local air quality with a reduction in freight vehicles on the road network, helping to provide a cleaner environment by reducing air pollution, particularly for people with respiratory illnesses, younger and older people.	None (positive impact)
Strategic Rail Freight Interchanges: Policies T32	0	0	+	+	0	+	Providing alternative options to freight transportation via rail may reduce road congestion. This may also have knock-on effect of improving local air quality with a reduction in freight vehicles on the road network, helping to provide a cleaner environment by reducing air pollution, particularly for people with respiratory illnesses, younger and older people.	None
Supporting Road Freight: Policies T33, T34, T35 and T36	+	0	+	+	0	+	Improving provision for road freight, including secure overnight lorry parking, will reduce the impact on local communities and will provide a cleaner environment (e.g. for issues caused by lack of refuge collection and adequate welfare facilities for drivers), and improve the perception of safety and wellbeing for members of communities currently affected. This is particularly relevant for those more vulnerable members such as women, the young and old. Improvements to haulage routes could also result in less air pollution in affected local communities, which is of particular benefit to those with underlying respiratory ailments, and the younger and older populations.	None

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