

Name of the activity being assessed	Blackburn with Darwen Borough Council Local Cycling and Walking Infrastructure Plan				
Directorate / Department	PLACE: Growth & Development	Service	Growth and Development	Assessment Author	Darren Tweed
Is this a new or existing activity?	<input checked="" type="checkbox"/> New <input type="checkbox"/> Existing	Responsible manager / director for the assessment		Helen Holland	
Date EIA started	24/11/2021	Implementation date of the activity		10/11/2023	

SECTION 1 - ABOUT YOUR ACTIVITY

How was the need for this activity identified? i.e. Why are we doing this activity?	LCWIPs are included in the action plan of the statutory, national, Cycling and Walking Investment Strategy (CWIS) which was published in April 2017. The Strategy sets out the Government's ambition to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey, with the aim of doubling cycling, increasing walking activity and increasing the percentage of children aged 5 to 10 that usually walk to school from 49% (2014) to 55% by 2025.				
What is the activity looking to achieve? What are the aims and objectives?	<p>An LCWIP should include:</p> <ul style="list-style-type: none"> - A network plan for walking and cycling which identified preferred routes and core zones for further development - A prioritised programme of walking and cycling infrastructure improvements for future investment over the next ten years - A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network. <p>Put simply, the objectives of the LCWIP are to:</p> <ul style="list-style-type: none"> - Increase cycling activity, by doubling the number of cycling stages made by 2025; - Reduce the rate of cyclists killed or seriously injured on the district's roads; - Increase walking activity, in terms of walking stages per person; and - Increase the percentage of children usually walking and cycling to school. 				
Services currently provided (if applicable)	The plan will be used to support delivery of the Council's transport service; the service provides advice and guidance on opportunities to maintain and improve transport networks (across all modes) within the borough.				
Type of activity	<input type="checkbox"/> Budget changes <input checked="" type="checkbox"/> Change to existing activity <input type="checkbox"/> Decommissioning <input type="checkbox"/> Commissioning <input type="checkbox"/> New activity <input checked="" type="checkbox"/> Other [new transport strategy]				

SECTION 2 - UNDERSTANDING YOUR CUSTOMER**What resources will support in undertaking the equality analysis and impact assessment?**

Please identify additional sources of information you have used to complete the EIA, e.g. reports; journals; legislation etc.

The LCWIP has focused on identifying key corridors connecting residential areas (both existing and proposed) to destinations such as town centres, local centres, schools, employment sites and transport hubs. In the past investment in active travel infrastructure has often come via individual projects, or a by-product to larger highways schemes or accompanying development sites. Therefore, it has tended to be piecemeal and lack a holistic overall vision.

The LCWIP instead identifies a coherent network showing the desire lines for active travel. These corridors were audited to demonstrate that it is possible to construct high quality cycling infrastructure to the minimum standards set out by the Department for Transport in its [2020 Local Transport Note for Cycle Infrastructure Design](#) (LTN 1/20). Whilst no equivalent design standard exists for walking infrastructure design, there are several relevant publications (such as Manual for Streets and Manual for Streets 2, and Designing for Walking by the Chartered Institute of Highways and Transportation).

The LCWIP provides a strategy for active travel investment in accordance with [technical guidance](#) issued by the Department for Transport for Local Authorities. At Blackburn with Darwen Borough Council we produced an LCWIP by working in partnership with Lancashire County Council, with input from Transport Planners from external consultants Costain.

The LCWIP utilised the tools and best practice guides provided by DfT for Local Authorities including the Route Selection Tool, Walking Route Audit Tool and Propensity to Cycle Tool. In July 2020 the Department for Transport released new technical guidance (Local Transport Note 1/20) to provide standards for cycling infrastructure design. These design standards have been used to plan the routes and will be adopted in the implementation of our LCWIP network.

Who are you consulting with? How are you consulting with them? (Please insert any information around surveys and consultations undertaken)

The development of the LCWIP has been informed by the recent 'Have your say on Walking and Cycling' consultation and has been shaped through quarterly meetings and review by the Walking, Cycling and Wheeling Operational Group comprising key stakeholders from within Blackburn with Darwen Borough Council, and some external stakeholders such as Age UK.

The further development of LCWIP priority infrastructure proposals shall include stakeholder engagement and consultation with those most likely to be impacted.

Who does the activity impact upon?*	Service users	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Members of staff	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	General public	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Carers or families	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Partner organisations	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly			
Does the activity impact positively or negatively on any of the protected characteristics as stated within the Equality Act (2010)?*	Positive impact	<input checked="" type="checkbox"/> Age	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input checked="" type="checkbox"/> Vulnerable groups
		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input checked="" type="checkbox"/> Deprived communities	<input checked="" type="checkbox"/> Carers
	Negative impact	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input type="checkbox"/> Vulnerable groups

The groups in blue are not protected characteristics <i>(please refer to p. 3 of the guidance notes)</i>		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Deprived communities	<input type="checkbox"/> Carers
	Neutral impact	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input checked="" type="checkbox"/> Gender reassignment	<input checked="" type="checkbox"/> Marriage & Civil Partnership	<input checked="" type="checkbox"/> Pregnancy & maternity	<input type="checkbox"/> Vulnerable groups
		<input checked="" type="checkbox"/> Race	<input checked="" type="checkbox"/> Religion or belief	<input checked="" type="checkbox"/> Sex	<input checked="" type="checkbox"/> Sexual orientation	<input type="checkbox"/> Deprived communities	<input type="checkbox"/> Carers

***If no impact is identified on any of the protected characteristics a full EIA may not be required. Please contact your departmental Corporate Equality & Diversity representative for further information.**

Does the activity contribute towards meeting the Equality Act's general Public Sector Equality Duty? Refer to p.3 of the guidance for more information
A public authority must have 'due regard' (i.e. consciously consider) to the following:

DUTY	DOES THE ACTIVITY MEET THIS DUTY? EXPLAIN
<p>Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act <i>(i.e. the activity removes or minimises disadvantages suffered by people due to their protected characteristic)</i></p>	<p>Yes: The LCWIP is expected to:</p> <ul style="list-style-type: none"> - Support modal shift to active travel which will reduce road traffic accidents benefiting all population groups. - Support dedicated active travel infrastructure, 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 Blackburn with Darwen. 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. - Reduce travel costs through support for greater no and low cost travel options. - Reduce deprivation. - Strengthen local economies.
<p>Advance equality of opportunity between those who share a protected characteristic and those who do not <i>(i.e. the activity takes steps to meet the needs of people from protected groups where these are different from the needs of other people)</i></p>	<p>Yes: The LCWIP is expected to:</p> <ul style="list-style-type: none"> - 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. <p>The future development of each individual LCWIP scheme will require.</p> <ul style="list-style-type: none"> - EqIAs 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.
<p>Foster good relations between people who share a protected characteristic and those who do not <i>(i.e. the function encourages people from protected groups to participate in public life or in other activities where their participation is disproportionately low)</i></p>	<p>Yes: The LCWIP is expected to:</p> <ul style="list-style-type: none"> - 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. - Strengthen local care and support networks. <p>The LCWIP Strategy is inclusive and aims to foster good relations with all sections of the community; this includes those within the protected characteristics classifications.</p>

ASSESSMENT	Is a full EIA required?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Please explain how you have reached your conclusion (<i>A lack of negative impacts must be justified with evidence and clear reasons, highlight how the activity negates or mitigates any possible negative impacts</i>)			
<p>This EIA has been completed with full consideration of the proposals that are to be included in the Blackburn with Darwen Local Cycling and Walking Infrastructure Plan.</p> <p>The LCWIP will:</p> <ul style="list-style-type: none"> - 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 & Minority Ethnic groups who are at the greatest risk of being involved in a road traffic accident. - Support dedicated active travel infrastructure 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. - 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>One-third of people living with a disability would like to start cycling. 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>The 2020 Active Lives Survey for Sport England shows that Blackburn with Darwen was ranked eighth lowest amongst English local authorities for residents who have had one or more continuous walks for at least 10 minutes over the previous month and ranked lowest (out of 314) for participation in any cycling activity with a participation rate of just 5%</p> <p>Reduced health inequalities helping to improve the health of people who live, work, study or visit Blackburn with Darwen. 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>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> <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 & Minority Ethnic households who are most dependent upon the presence of local support networks.</p> <p>High levels of deprivation: The borough contains some of the most deprived areas of the country as ranked by the Indices of Multiple Deprivation Poor health: The towns of Blackburn and Darwen are within the 20% most health deprived areas in the country.</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 & Minority Ethnic groups who have lower levels of car availability and higher levels of car non-availability.</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.

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 & 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.

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.



Reduced deprivation. The negative impacts of private motorised travel are unevenly distributed, with 6 disadvantaged groups and communities disproportionately affected by transport related air pollution, traffic accidents, climate change and traffic related severance.

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.

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.

Overall, the LCWIP should therefore have a positive impact. In summary, it will improve local walking and cycling infrastructure, promote social inclusion, as well as enhancing the natural environment and ensuring that Blackburn with Darwen remains a special place to live, work and invest.

Performance of the LCWIP will be measured against a series of indicators which are set out in the Monitoring section of the LCWIP Strategy. Indicators include the number of people travelling by each mode. By monitoring the LCWIP the Council will be able to ascertain whether it is providing adequately for the needs of these groups. If any groups needs are not being adequately met this will be raised at the annual LCWIP review.

Author Signature		Date	10/11/2023
Head of Service/Director Signature		Date	13/11/2023
<i>The above signatures signify acceptance of the ownership of the Initial EIA and the responsibility to publish the completed Initial EIA as per the requirements of the Equality Act 2010.</i>			
Departmental E&D Lead Signature	<i>Gwen Kinloch</i>	Date	13/11/2023