

Community Equality Impact Assessment (CEIA)

Service area and lead officer

Name of service	Strategic Transport
CEIA Lead Officer	Luis Herrera
CEIA Lead Officer job title	Senior Transport Planner
CEIA Lead Officer email address	lherrerareyes@thurrock.gov.uk
Please insert business case reference e.g. CTS (where applicable)	Click or tap here to enter text.

Subject of this assessment

State the name of, and briefly summarise, the specific policy, strategy, function or service that is the subject of this assessment

Local Cycling and Walking Infrastructure Plan

A high-level plan setting out the principles of planning and delivery of walking, wheeling (includes wheelchairs, mobility scooters and other wheeled devices) and cycling networks in the borough along with the identification and prioritization of specific improvements for future investment.

Borough-wide or location-specific?

Borough-wide Location-specific – please state locations below.

Click or tap here to enter text.

Which of the following is the proposal? (Tick all that apply)

A new policy, strategy, function or service

Change to an existing policy, strategy, function or service

Other – please provide details below

Click or tap here to enter text.

Why is this policy, strategy, function or service development or review needed?

Local Authorities in England are strongly encouraged to develop a long-term infrastructure plan to improve the local walking, wheeling and cycling networks known as LCWIP, in line with Government’s aims to enable more short distance trips to be made by walking, wheeling and cycling.

Thurrock LCWIP will also support the delivery of the council’s future Local Plan by forming part of its transport evidence base and will align with the Council’s upcoming Transport Strategy and Local Transport Plan 4.

If the LCWIP is approved for adoption it will guide how walking, wheeling cycling networks are delivered in the next 10 years with its associated positive impact to local communities and trade-offs of the public space from other uses

1. Engagement, consultation and supporting information

- 1.1. What steps you have taken, or do you plan to take, to engage or consult (where applicable) the whole community or specific groups affected by this development or review? **This is a vital step.**

Please ensure you provide details of the following (where applicable):

- What consultation/engagement activity took place, and over what timescales
- A demographic profile of those targeted by this activity
- The methods adopted to engage residents and groups, and the type of data (quantitative or qualitative) gathered
- A list of the questions asked to respondents
- If consultation or engagement activity has yet to take place, use the details currently available to provide an outline of the planned activity to cover the points above

Steps you have taken, or plan to take, to engage or consult

Engagement in the development of the LCWIP has been undertaken by Officers at different levels internally and externally but public engagement with communities commenced using a dedicated page on the Council's Portal Have my Say for a six-week period commencing 17 July.

The Have My Say portal webpage included a brief description of the LCWIP, the full document available for download, a weblink to access individual proposal areas and a survey to receive feedback on the proposals.

The survey was advertised to local residents via the Thurrock Residents Newsletters and social media, and at the Big Lunch events in the summer. Key stakeholders were contacted directly and asked to review and participate in the survey. Stakeholders contacted directly were:

- All elected Members
- Community Forums
- Members of the Thurrock Cycle Forum - Sustrans Rangers, Gateway Cycle Club, Trailnet Essex, Havering Cyclists, Essex Police, Active Essex
- Public Transport operators - C2C, Ensign, First Bus, Transport for London, NIBs, Vectare
- Transport bodies and organizations - Sustrans, Active Travel England, National Highways, Network Rail, Safer Essex Roads Partnership, Transport East
- Neighbouring Authorities - Essex County Council, Southend City Council and Havering Council

1.2 Outline the results of the activity and clarify how these results have factored into decision making processes, and supported your understanding of the impact/s the proposal will have upon the community

A high level summary of the engagement/consultation activity results, clarifying how these have factored into decision making processes and supported the understanding of potential impacts

The survey showed overall support from respondents to the proposals in the document with 85% of positive views (20 strongly support and 9 somewhat support), 3% neutral (1 neither support nor oppose) and 12% negative views (1 somewhat oppose and 3 strongly oppose). Comments on specific proposals were carefully considered, reviewed and combined with feedback from internal teams and direct emails from stakeholders. As a result, the following changes were incorporated into a revised version of the LCWIP:

- 22 additional “links”, such as shared path, dedicated path, etc., either as new facilities or as improvements to existing infrastructure
- 12 additional “nodes”, such as new crossings or junction treatments either as new facilities or improvements to existing infrastructure
- Revision and modification of three traffic-calmed street proposals (20mph): London Road, Purfleet; London Road, West Thurrock and Southend Road, Stanford-le-Hope.
- Revision of cycle connections within the Fens and incorporation of new connections between the villages and the wider cycle network

1.3 What Thurrock-specific data or intelligence sources have you used to inform your assessment of the impact? How have these helped you understand who will be affected by the development or review? Is there other national or regional data and intelligence you have used to form the basis of your understanding?

Sources of data or intelligence, and how they have been used to inform understanding

Impact of higher levels of walking, wheeling and cycle in specific groups comes from a review of relevant literature, reports, guidance and statistics from the following government bodies and charities:

- Department of Health and Social Care - UK Chief Medical Officers' Physical Activity Guidelines and Office for Health Improvements and Disparities stats
- Department for Transport - Gear Change
- Sports England - Place Need Classification Look Up Tool
- Transport for all - "Are we there yet? Barriers to transport for disabled people"
- Sustrans - "Are we nearly there yet? Exploring gender and active travel" and "The Role of Active Travel in Improving Health Toolkit Part 1: How active travel can improve health and wellbeing in the workforce")

2. Community and workforce impact

When completing this part of the assessment, please consider the following guidance:

- Be clear about all impacts, particularly negative impact upon groups
- Focus on those who will be impacted and consider the impacts they will experience
- Cross reference each individual impact with appropriate data and intelligence sources
- Ensure specific or technical terms are clearly clarified and explained, and all acronyms are spelled out

2.1. What impacts will this development or review have on communities, workforce and the health and wellbeing of local residents? Please consider the sub-groups listed in each section. See the [WHIASU Population Group checklist](#) for further identified impact groups.

Please ensure a full response is provided for every question, including where only neutral impacts are anticipated.

If a neutral impact is anticipated (and therefore no specific mitigation activity required), state this clearly to show you have considered this for each group.

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
<p>Local communities in general</p> <ul style="list-style-type: none"> • Impacted community groups • Relevant cultural groups • Homeless • People seeking asylum 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Local communities will benefit from the reduction in congestion, environmental and air quality improvements that come with increased levels of active travel.</p> <p>Mode shift to active travel is one of the most cost-effective ways of reducing transport emissions.</p>	<p>Click or tap here to enter text.</p>

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
<p>Age</p> <p>e.g.</p> <ul style="list-style-type: none"> • Early years (from pregnancy to first year of life) • Children and young people • General adult population • Older people • 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>For children and young adults attending school, active travel is proven to provide educational benefits including improved concentration and learning, improved health and fitness and developed coordination. It also supports greater travel independence and unstructured play opportunities helping to build children and young people's</p>	<p>Improvements in the LCWIP will enable a higher proportion of local trips to be walked, wheeled and/or cycled by the two age groups of children and young people and elder people, with particular consideration on the needs of elderly people for specific measures.</p>

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
				<p>confidence and social skills.</p> <p>For elder people active travel helps prevent sedentarism. Replacing sedentary or inactive behaviours with light-intensity activity (such as walking at 2 miles per hour) reduces the risk of all-cause mortality, cardiovascular disease incidence and mortality, and type 2 diabetes.</p> <p>Specific measures might</p>	

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
				<p>require a trade-off of space from car purposes (such as parking) to active travel infrastructure which could discomfort elder people in particular with limited mobility increasing the distance for the to access a car.</p>	

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
<p>Disability</p> <p>e.g.</p> <ul style="list-style-type: none"> Those with physical or sensory disabilities or learning difficulties 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People living with a disability face active travel barriers within the built environment related to accessibility.</p> <p>Disabled people make far fewer journeys than non-disabled people, with an average of just 5.84 journeys per week. This is a third of the national average of 17 trips a week according to the National Travel Survey</p> <p>Improvements on active travel infrastructure</p>	<p>A programme of improvements to address accessibility issues would help to enable more disabled people to walk, wheel and cycle in their everyday lives. Improvements could include decluttering footways; resurfacing footways; removing or redesigning barriers; and narrowing the carriageway, reducing the corner radii and introducing flush surfaces</p>

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
				with emphasis on universal accessibility can increase the number of trips and proportion of disabled people willing to travel by active travel.	and tactile paving at side road junctions. A programme to review and remove unnecessary sections of guard rail would also improve accessibility. There is no evidence that guard rail increases safety.
Gender reassignment e.g. <ul style="list-style-type: none"> • Those who have yet to, are undergoing, or have undergone gender reassignment • 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No particular impact to this group	N/A

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
Marriage and civil partnership e.g. <ul style="list-style-type: none"> • Married and divorced people • Those in a civil partnership • Co-habiting couples 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No particular impact to this group	N/A

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
<p>Pregnancy and maternity</p> <p>e.g.</p> <ul style="list-style-type: none"> • Expecting parents • New parents on maternity or paternity leave • Parent/child groups • Lone parent families • 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Parents of young children face barriers to active travel within the built environment related to accessibility due to the specific needs of moving around with prams and buggies.</p> <p>Light physical activity for woman after childbirth can improve fitness, help reduce depression, help to control weight and return to pre-pregnancy weight, improve mood and sleep.</p>	<p>A programme of improvements to address accessibility issues would help to enable more pregnant people and those with young children to walk, wheel and cycle in their everyday lives.</p> <p>Improvements could include decluttering footways; resurfacing footways; removing or redesigning barriers; and narrowing the carriageway, reducing the</p>

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
				Improvements on active travel infrastructure with emphasis on universal accessibility can increase the number of parents of young children willing to travel by active travel.	corner radii and introducing flush surfaces. A programme to review and remove unnecessary sections of guard rail would also improve accessibility. There is no evidence that guard rail increases safety.
Race e.g. <ul style="list-style-type: none"> Black, Asian and Minority ethnic groups including Gypsies, Roma and Travellers 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No particular impact to this group	N/A

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
<p>Religion or belief e.g.</p> <ul style="list-style-type: none"> • People of different religions or holding particular beliefs • Religious cultural or community groups • Religious and cultural events throughout the community/year 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No particular impact to this group	N/A

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
<p>Sex</p> <ul style="list-style-type: none"> • Male/Female • 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>There is evidence that road safety concerns and risk to injury disproportionality impacts on women.</p> <p>Many studies have also exposed the disproportionate levels of sexual harassment and harassment that women experience in public spaces compared to men. This is particularly acute when women are walking, cycling or using public transport</p>	<p>Improvements adhere to the latest guidance ensuring safety is at the centre of any intervention.</p> <p>Creating more attractive neighbourhoods and communities strengthening their sense of place can increase natural surveillance on paths and streets from having levels of walking, wheeling and cycling.</p>

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
				<p>around a city, and women often report changing their behaviour or route choice to avoid certain streets or areas in a city.</p> <p>Safety improvements on active travel infrastructure and a general increase on its use bringing natural surveillance on paths and streets can increase the number of women willing to travel by active travel.</p>	

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
Sexual orientation e.g. <ul style="list-style-type: none"> • Heterosexual people • Lesbian, gay and bisexual people • 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No particular impact to this group	N/A
Location-specific impact, if any e.g. <ul style="list-style-type: none"> • Specifically impacted wards or regions of Thurrock • Isolated or over-populated areas • Those living in areas of poor economic conditions/with poor health indicators • Those unable to access services • 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The LCWIP can help tackling inequalities; 'investing most in those that need it most'. This is because we know that people who are less active tend to have worse outcomes and that these people and communities have more to gain from a change in physical activity behaviour.	Including the Place Need Classification and the Prevalence of overweight (including obesity) statistic in the prioritization criteria.

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
<p>Workforce</p> <ul style="list-style-type: none"> Employees of Thurrock Council – this may include specific services within the authority 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>20 minutes of exercise per day cuts risk of developing depression by 31% and increases productivity of workers.</p> <p>Working population can benefit from active travel for being the most affordable options with no and low-cost travel. In particular, lower income groups and deprived communities, who have lower levels of car availability and</p>	<p>Improvements in the LCWIP cover town centres and employment areas benefiting workforce in the borough.</p>

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
				higher levels of car non-availability.	

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
<p>Health and wellbeing of residents</p> <p>e.g.</p> <ul style="list-style-type: none"> • People with severe physical and/or mental health conditions • Health impacts in local areas i.e. low air quality/high pollution • Community impacts upon wellbeing i.e. low community safety/high crime • Economic impacts upon health i.e. income, poverty, debt 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Physical inactivity costs the NHS up to £1bn per annum, with further indirect costs calculated at £8.2bn.</p> <p>Health benefits of regular physical activity includes reduction of risk of dementia by up to 30%, Hip fractures by up to 68%, depression by up to 30%, breast cancer by 20%, colon cancer by 30%, type 2 diabetes by up to 40%, cardiovascular</p>	<p>Improvements in the LCWIP will enable a higher proportion of local trips to be walked, wheeled and/or cycled and therefore a mode shift from car-based trips.</p>

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
				disease by up to 35% and all-cause mortality by 30%.	

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
<p>Socio-economic outcomes</p> <p>e.g.</p> <ul style="list-style-type: none"> • Economically inactive people • People on low income, with debt or in poverty • People unable to work due to ill health • Unemployed people • 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Strengthened local economies. There is a positive effect on local shops and businesses where local residents and visitors walk or cycle. Up to 40% increase in shopping footfall by well-planned improvements in the walking environment.</p> <p>At least one third of absenteeism costs i.e. around £5bn are attributable to physical inactivity. Minor illnesses are identified by</p>	<p>Improvements in the LCWIP will enable a higher proportion of local trips to high-streets and town centres to be walked, wheeled and/or cycled.</p>

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
				<p>employers as the most common causes of short-term absence with colds and flu as the single most common cited reason for work absence. These are associated with low immune function, i.e. the body's immune system is not working optimally in order to fend off common causes of absenteeism including colds. Physical fitness and physical activity through walking and cycling are</p>	

Communities and groups	Positive	Neutral	Negative	Summary of positive and negative impacts	How will positives be maximised, and negatives minimised or eliminated?
				strongly linked with boasting immune response and a lower risk of ill health from infections such as the common cold.	
Veterans and serving members of the armed forces	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No particular impact to this group	N/A
Unpaid carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No particular impact to this group	N/A

3. Monitoring and review

3.1. How will you review community and equality impact once the policy, strategy, function or service has been implemented? These actions should be developed using the information gathered in sections 1 and 2 and included in your service area's business plans. Consider:

- When and who will review and update the CEIA throughout the delivery of the proposal?
- What future work, including further consultation and engagement, is set to take place?
- What ongoing reviews of the CEIA and the proposal will take place?

Action	By when	By who
To review and response to feedback from residents and key stakeholders	Within appropriate timeframes according to the Council's policies	Strategic Transport team
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4. Next steps

- 4.1. The information gathered must be used to inform reports presented to Cabinet or overview and scrutiny committees. This will give members a necessary understanding of the impact their decisions will have on different groups and the whole community.

Summarise the implications and customer impact below. This summary should be added to the committee reports template in the Diversity and Equality Implications section for review and sign-off at the consultation stage of the report preparation cycle.

Summary of implications and customer impact

Improvements on the walking, wheeling and cycling network as described on the LCWIP have overall positive impact on several groups of protected characteristics. Benefits come for considering accessibility and safety needs as well as providing a more pleasant environment that enable these groups to participate in active travel.

5. Sign off

5.1. This Community Equality Impact Assessment must be authorised by the relevant Project Sponsor, Head of Service, or Assistant Director. This should not be the CEIA Lead Officer. Officers authorising this assessment are responsible for:

- the accuracy of the information
- making sure actions are undertaken

Name	Role	Date
Luis Herrera	Senior Transport Planner	05 December 2024
Navtej Tung	Strategic Transport Manager	06 December 2024
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