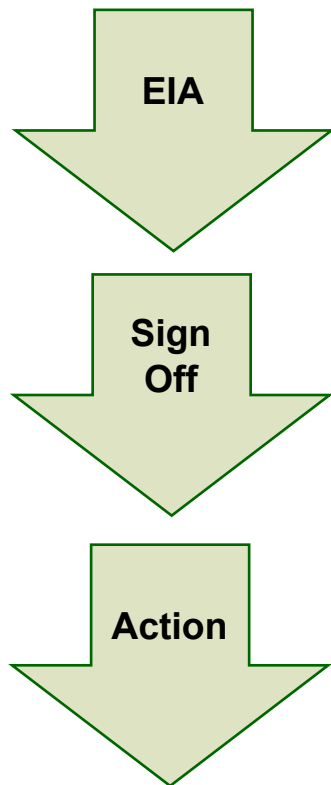


Warwickshire County Council (WCC) Equality Impact Assessment (EIA) Form

The purpose of an EIA is to ensure WCC is as inclusive as possible, both as a service deliverer and as an employer. It also demonstrates our compliance with Public Sector Equality Duty (PSED).

This document is a planning tool, designed to help you improve programmes of work by considering the implications for different groups of people. A guidance document is available [here](#).

Please note that, once approved, this document will be made public, unless you have indicated that it contains sensitive information. Please ensure that the form is clear and easy to understand. If you would like any support or advice on completing this document, please contact the Equality, Diversity and Inclusion (EDI) team on 01926 412370 or via equalities@warwickshire.gov.uk, or if it's relating to health inequalities, please contact Ruby Dillon via rubydillon@warwickshire.gov.uk.



- Having identified an EIA is required, ensure that the EIA form is completed before any work is started. This includes gathering evidence and / or engaging the relevant stakeholders to inform your assessment.
- Brief the relevant Assistant Director for sign off and upload the completed form here: [Upload Completed Equality Impact Assessments](#). Please name it “EIA [project] [service area] [year]”
- Undertake further research / engagement to further understand impacts (if identified).
- Undertake engagement and / or consultation to understand if EIA has identified and considered impacts.
- Amend accordingly to engagement / consultation feedback and brief decision makers of any changes.
- Implement proposed activity.
- Monitor impacts and mitigations as evidence of duty of care.

Section One: Essential Information

Service / policy / strategy / practice / plan being assessed	Adoption of the Warwickshire Local Cycling and Walking Infrastructure Plan (LCWIP).
Business Unit / Service Area	Communities – Transport and Highways – Transport Planning
Is this a new or existing service / policy / strategy / practice / plan? If existing, please state date of last assessment.	EQIA was prepared on 15 June 2022 for consultation on the draft LCWIP
EIA Authors N.B. It is best practice to have more than one person complete the EIA to bring different perspectives to the table.	Alison Kennedy, William Phillips
Do any other Business Units / Service Areas need to be included?	No
Does this EIA contain personal and / or sensitive information?	No

Are any of the outcomes from this assessment likely to result in complaints from existing services users, members of the public and / or employees?

No

1. Please explain the background to your proposed activity and the reasons for it.

A Local Cycling and Walking Infrastructure Plan (LCWIP) is an evidence-based report which sets out a programme of prioritised improvements to facilitate more walking and cycling for everyday journeys. It is based on guidelines set out by the Department for Transport in 2017.

The Warwickshire LCWIP has been developed for a number of reasons:

- To address local concerns and aspirations for improved walking and cycling facilities
- To set out a clear forward programme for Active Travel in Warwickshire and communicate this to local people
- To meet Government requirements – criteria for Department for Transport funding expects local authorities to produce LCWIPs to support applications for funding.
- To co-ordinate with other local policies
- To support the local planning process, both in preparation of plans and in development management

2. Please outline your proposed activity including a summary of the main actions.

It is proposed to publish a final version of the Warwickshire Local Cycling and Walking Infrastructure Plan following consultation on the draft LCWIP in 2022. Feedback on the consultation endorsed the overall approach set out in the draft LCWIP and provided very specific comments on the text in the documents and the schemes proposed in the network plans.

Comments from the consultation as well as information from new strategies and latest data have been incorporated into an updated version of the LCWIP. Peer review has taken place to ensure the final LCWIP takes into account a fair, considered and evidence-led approach to including these responses.

Key changes that are being made following the consultation and review include:

1. 'Wheeling' added to the aim, in line with Government active travel policies. 78% of survey respondents agreed with the proposed aim.
2. List of challenges and opportunities re-ordered and updated. Many people highlighted that 'safety' is the greatest challenge.
3. Policies section revised with new strategies such as Warwickshire Local Transport Plan, Sustainable Futures Strategy and CWIS2.
4. Data sections for each Borough and District updated with 2021 Census (whilst referencing 2011, as the 2021 Census travel data was impacted by travel restrictions, reduced availability of public transport, furlough of staff and a shift to hybrid and homeworking).
5. Measures for walking and horse-riding clarified, following comments that these were not covered sufficiently in draft LCWIP.
6. Role of promotion, publicity, and more information on other types of infrastructure (cycle parking, School Streets etc.) now included.
7. Walking and cycling network plans significantly changed in response to very detailed comments (583 respondents commented on walking plans and 681 respondents on the cycling plans). Updates to plans include:
 - Change of status for some existing, programmed and potential schemes to respond to new funding and/or construction.
 - Addition of a significant number of new routes (from 243 schemes in draft LCWIP to 348), particularly in Nuneaton, Rugby, Kenilworth and cross-county. However, some suggestions were not taken forward - due to lack of wider connectivity and low level of demand.
 - Some alterations to proposed route alignments and extent.
 - Changes to some names of routes to provide greater clarification.
8. All priorities checked and some revised (mostly upwards). All 3rd party schemes now scored as high priority – following comments that active travel infrastructure is integral to new developments and developers should provide facilities at the outset. Core Walking Zones renamed as Active Travel Zones and allocated high priority. (472 respondents commented on priorities).

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3. Who is this going to impact and how?

Customers	Members of the Public	Employees	Job Applicants
People who visit Warwickshire	People who live in Warwickshire	People who work in Warwickshire	
Other, please specify:	Organisations and businesses based in Warwickshire or whose interests cover transport or recreation in Warwickshire		

Section Two: Evidence
Please include any evidence or relevant information that has influenced the decisions contained in this EIA. This could include demographic profiles; audits; research; health needs assessments; national guidance or legislative requirements and how this relates to the protected characteristic groups and additional groups outlined in Section Four.

A – Quantitative Evidence
This is evidence which is numerical and should include the number people who use the service and the number of people from the protected characteristic groups who might be affected by changes to the service.

The Warwickshire LCWIP is a non-statutory document. However, it is closely based on Government guidelines. Its geographical scope is county-wide and therefore it potentially impacts on all 596,773 residents of Warwickshire (2021 Census). Detailed information on the demographic profiles of Warwickshire residents is set out in the Warwickshire Insights data tables <https://data.warwickshire.gov.uk/> and the 2021 census summaries by district/ borough:

- [How life has changed in North Warwickshire: Census 2021 \(ons.gov.uk\)](#)
- [How life has changed in Nuneaton and Bedworth: Census 2021 \(ons.gov.uk\)](#)
- [How life has changed in Rugby: Census 2021 \(ons.gov.uk\)](#)
- [How life has changed in Warwick: Census 2021 \(ons.gov.uk\)](#)
- [How life has changed in Stratford-on-Avon: Census 2021 \(ons.gov.uk\)](#)

This data is used in Section 2 of the LCWIP reports.

Transport infrastructure, including walking and cycling routes, are also used by people living outside of Warwickshire and working in, or visiting, the County. In terms of visitors, recent estimates (2022) suggested that Warwickshire attracted approximately 15 million visitor trips (see [£1.27billion bounce-back for Warwickshire's visitor economy – Warwickshire County Council](#))

B – Qualitative Evidence

This is data which describes the effect or impact of a change on a group of people, e.g., some information provided as part of performance reporting.

Walking and cycling are the most accessible of all modes of transport, both in terms of age of user and ability. Walking and cycling are also the most accessible forms of physical activity – providing health benefits (mental as well as physical) for all people with protected characteristics under the Public Sector Equality Duty.

This is therefore a key influence on this EIA and the wider LCWIP and is reflected in the main aim of the Warwickshire LCWIP, ‘to create a safe and attractive environment for walking, wheeling and cycling, so that they become the natural choices for shorter journeys and outdoor recreation in Warwickshire and the most convenient means of daily exercise’.

Various sources of evidence demonstrate these benefits:

- Cycling for Everyone, Sustrans 2020 https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf
- Walking for Everyone, Sustrans and Living Streets 2022 https://www.sustrans.org.uk/media/10152/220322-inclusivewalking-a4report_v23_remediated.pdf
- Cycling and walking for individual and population health benefits, Public Health England 2018 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757756/Cycling_and_walking_for_individual_and_population_health_benefits.pdf

Section Three: Engagement

Engagement with individuals or organisations affected by the proposed activity must take place. For further advice and support with engagement and consultations, click [here](#).

Has the proposed activity been subject to engagement or consultation with those it's going to impact, taking into account their protected characteristics and socio-economic status?	<p>County wide online engagement took place via a survey in Summer 2021 – using the interactive platform, 'Commonplace': https://warwickshirelcwip.commonplace.is/</p> <p>Approval for consultation was given by the Portfolio Holder for Transport and Planning on 18/3/22. https://democracy.warwickshire.gov.uk/ieListDocuments.aspx?CId=203&MId=3245&Ver=4</p> <p>County wide consultation in Summer 2022 both online and at publicly attended consultation drop in events: Local Cycling and Walking Infrastructure Plan (LCWIP) Consultation - Warwickshire County Council - Citizen Space.</p>
If YES, please state who with.	<p>Information about the 2021 survey was communicated via a press release, Council website and social media and emails sent out to over 400 local organisations. The organisations included those representing people with protected characteristics of age, disability, race and religion, and included over 200 Parish and Town Councils.</p> <p>Information about the 2022 consultation was communicated via a series of press releases, Council website and social media channels and emails sent out to local stakeholders. The stakeholders included those representing people with protected characteristics of age, disability, race and religion, and included over 200 Parish and Town Councils.</p>
If NO engagement has been conducted, please state why.	

How was the engagement carried out?	Yes / No	What were the results from the engagement? Please list...
Focus Groups	No	
Surveys	Yes	<p>The Commonplace survey took place online between May and July 2021. Over 2,000 comments were received and over 7,000 'contributions' (agreement with other comments). The total visitor numbers during the survey period were 9,221. Total respondents were 1,732. Some people made more than one comment and/ or agreement with someone else's comment. 53% of all respondents identified as a leisure cyclist/ walker. 39% were residents living along the route they were commenting on. For usual modes of travel: 53% usually travel on foot in and around the area; 47% usually cycle; and 45% usually drive a car. https://warwickshirelcwip.commonplace.is/news</p> <p>The consultation, between June and August 2022, engaged with a wide range of people, reflecting the views of residents and organisations from across the county. A total of 1031 people responded to the online survey. The six drop-in sessions were attended by a total of 100 people. 75 email responses were submitted. Regarding diversity and equalities, analysis of the responses compared to the Warwickshire population showed a slight over-representation of people between ages of 40 and 64, white and male. About 5% of respondents stated that they used mobility aids to get around, including walking sticks, frames, wheelchairs, mobility scooters and electric trikes. One third of respondents accompanied children (with pushchairs, prams, scooters, balance bikes and children's cycles) whilst walking in Warwickshire. 9% of respondents stated that they had a long-standing illness.</p>
User Panels	No	
Public Event	Yes	<p>Public events as part of the 2022 consultation process included:</p> <ul style="list-style-type: none"> • Drop-in event Leamington Spa in the Royal Priors, 20/6/22 10am-5pm • Drop-in event Coleshill in the Town Hall, 21/6/22 10am-1pm • Drop-in event Atherstone Library, 21/6/23 2pm-5pm • Drop-in event Nuneaton at Hatters Space Community Centre, 24/6/23 10am-1pm

		<ul style="list-style-type: none"> • Drop-in event Stratford Upon Avon in the Town Hall, 30/6/22 2pm-5pm • Drop-in event Rugby at St Peter & St John's Church, 1/7/23 11.30am-2.30pm • Webinar on 21/06/22 7pm-8.30pm. A recording of the online event was made available on the Ask Warwickshire survey portal. <p>Plus opportunity to discuss LCWIP and other active travel projects with officers at Leamington Spa Eco Fest, 3/9/22 10am-5pm</p>
Displays / Exhibitions	Yes	Each of the drop-in venues involved display materials about the LCWIP including display boards, large printed plans of all the proposed walking and cycling networks and a paper copy of each section of the LCWIP. Digital information was also available at these events.
Other (please specify)	Yes	<p>Opportunities for engagement in 2021 were limited by Covid-19 and therefore focused solely on the online survey.</p> <p>The consultation in 2022 was intended to be as broad as possible – with drop-in venues around the county, as well as an evening webinar for those that could not access the drop-in venues or attend daytime events. There was also an opportunity to meet with officers at a weekend event in Leamington (EcoFest, Saturday 3 September 2022).</p>
Has the proposed activity changed as a result of the engagement?	Yes	<p>Over 2,000 comments and suggestions from the 2021 survey were received. These were used to produce the draft LCWIP.</p> <p>Comments from the 2022 consultation as well as information from new strategies and latest data have been incorporated into an updated version of the LCWIP. Peer review has taken place to ensure the final LCWIP takes into account a fair, considered and evidence-led approach to including these responses.</p> <p>Key changes that are being made following the consultation and review include:</p> <ol style="list-style-type: none"> 1. 'Wheeling' added to the aim, in line with Government active travel policies. 78% of survey respondents agreed with the proposed aim.

		<ol style="list-style-type: none"> 2. List of challenges and opportunities re-ordered and updated. Many people highlighted that 'safety' is the greatest challenge. 3. Policies section revised with new strategies such as Warwickshire Local Transport Plan, Sustainable Futures Strategy and CWIS2. 4. Data sections for each Borough and District updated with 2021 Census (whilst referencing 2011, as the 2021 Census travel data was impacted by travel restrictions, reduced availability of public transport, furlough of staff and a shift to hybrid and homeworking). 5. Measures for walking and horse-riding clarified, following comments that these were not covered sufficiently in draft LCWIP. 6. Role of promotion, publicity, and more information on other types of infrastructure (cycle parking, School Streets etc.) now included. 7. Walking and cycling network plans significantly changed in response to very detailed comments (583 respondents commented on walking plans and 681 respondents on the cycling plans). Updates to plans include: <ul style="list-style-type: none"> • Change of status for some existing, programmed and potential schemes to respond to new funding and/or construction. • Addition of a significant number of new routes (from 243 schemes in draft LCWIP to 348), particularly in Nuneaton, Rugby, Kenilworth and cross-county. However, some suggestions were not taken forward - due to lack of wider connectivity and low level of demand. • Some alterations to proposed route alignments and extent. • Changes to some names of routes to provide greater clarification. 8. All priorities checked and some revised (mostly upwards). All 3rd party schemes now scored as high priority – following comments that active travel infrastructure is integral to new developments and developers should provide facilities at the outset. Core Walking Zones renamed as Active Travel Zones and allocated high priority. (472 respondents commented on priorities).
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Have the results of the engagement been fed back to the consultees?	Yes	https://warwickshirelcwip.commonplace.is/news and Local Cycling and Walking Infrastructure Plan (LCWIP) Consultation - Warwickshire County Council - Citizen Space and in discussions and presentations to WCC officers and members
Is further engagement or consultation recommended or planned?	Yes	The Warwickshire LCWIP contains a programme of schemes. Engagement and consultation will take place on these individual schemes as they are progressed.
What process have you got in place to review and evaluate?		Warwickshire County Council Business Intelligence team supported the consultation and analysis in Summer 2022. A full Consultation Report is available. Ongoing monitoring and evaluation of the LCWIP will be led by the Transport Planning Unit, supported by the Traffic Modelling and Surveys team.

Section Four: Assessing the Impact

Protected Characteristics and other groups that experience greater inequalities

What will the impact of implementing this proposal be on people who share characteristics protected by the Equality Act 2010 or are likely to be affected by the proposed activity? This section also allows you to consider other impacts, e.g., health inequalities such as deprivation, socio-economic status, vulnerable groups such as individuals who suffer from socio-economic disadvantage, armed forces, carers, homelessness, people leaving prison, young people leaving care etc.

On the basis of evidence, has the potential impact of the proposed activity been judged to be positive (+), neutral (=), negative (-), or positive and negative (+&-), for each of the protected characteristic groups below and in what way?

N.B In our Guidance to EIAs we have provided you with potential questions to ask yourself when considering the impact of your proposed activity. Think about what actions you might take to mitigate / remove the negative impacts and maximize on the positive ones. This will form part of your action plan at Section Six.

	Impact type (+) (=) (-) or (+&-)	Nature of impact (For this LCWIP assessment this assumes the overall impact of improvements to walking and cycling infrastructure)
Age	+	Positive benefits to people of all ages by providing additional space for moving, passing and resting but particularly: <ul style="list-style-type: none"> • children and young people – by providing safer routes and crossings • older people – by providing step-free access and improving surfaces and removing obstacles
	-	Possible negative impacts on older car drivers/ passengers from potential reallocation of parking and highway space to walking and cycling. Potential loss of parking spaces and space to access vehicles could particularly impact blue badge holders and people with limited mobility. Shared use routes, new street furniture and changes to street layouts may impact older people and neurodivergent people

Disability Consider: <ul style="list-style-type: none"> • Physical disabilities • Sensory impairments • Neurodiverse conditions (e.g., dyslexia) • Mental health conditions (e.g., depression) • Medical conditions (e.g., diabetes) 	+	Positive benefits to people with a range of disabilities but particularly: <ul style="list-style-type: none"> • People with limited mobility – by providing step-free access and improving surfaces and removing obstacles, and reducing conflict with motor traffic through new crossings, new and wider paths • Blind and visually impaired people – by providing wider spaces, removing obstacles and providing tactile surfaces, and reducing conflict with motor traffic through new crossings, new and wider paths • Deaf people and people with hearing loss– by extending distance between people and motor traffic noise, introducing greater segregation between pedestrians and cyclists, and providing traffic-free spaces, helping to cut out noise distractions and reducing conflicts
	-	Possible negative impacts on disabled car drivers/ passengers from potential reallocation of parking and highway space to walking and cycling. Potential loss of parking spaces and space to access vehicles could particularly impact blue badge holders and people with limited mobility. Shared use routes, new street furniture and changes to street layouts may impact older people and neurodivergent people
Gender Reassignment	=	No specific impact on this group
Marriage and Civil Partnership	=	No specific impact on this group
Pregnancy and Maternity	+	Positive benefits for pregnant mothers and those accompanying children, particularly those with prams/ pushchairs or child carrying bikes (cargo bikes, trailer bikes, tagalongs etc.) by providing new and wider paths (including traffic-free spaces), safer routes and crossings, step-free access and improving surfaces and removing obstacles
	-	Possible negative impacts on car drivers/ passengers from potential reallocation of parking and highway space to walking and cycling. Potential loss of parking spaces and space to access vehicles could particularly impact pregnant women and users of prams/ pushchairs.

Race Including: <ul style="list-style-type: none"> • Colour • Nationality • Citizenship • Ethnic or national origins 	=	No specific impact on this group, although also referenced in section on health inequalities
Religion or Belief	=	No specific impact on this group
Sex	+	Positive benefits for women (evidence shows that they are more risk averse in terms of road safety and personal security), by providing new and wider paths (including traffic-free spaces), safer routes and crossings and improved lighting
Sexual Orientation	=	No specific impact on this group
Vulnerable People: <ul style="list-style-type: none"> • Individuals who suffer socio-economic disadvantage • Armed Forces (WCC signed the Armed Forces Covenant in June 2012) • Carers • Homelessness • People leaving Prison • People leaving Care 	=	Proposals offer potential for people to access opportunities/ places that could otherwise be unreachable for those without a car. 2021 Census showed that the following percentage of households have no cars or vans: <ul style="list-style-type: none"> • North Warwickshire Borough 13.5% • Nuneaton and Bedworth Borough 19.4% • Rugby Borough 14.6% • Stratford-on-Avon District 11.1% • Warwick District 16.6% (However, access to a cycle may also be a barrier to socio-economically disadvantaged groups).

<p>Health Inequalities (HI) Many issues can have an impact on health: is it an area of deprivation, does every population group have equal access, unemployment, work conditions, education, skills, our living situation, rural, urban, rates of crime etc.</p>	<p>+</p>	<p>What health inequalities already exist?</p> <ul style="list-style-type: none"> Particular areas of the county and specific groups suffer from poorer health outcomes – see Health and Wellbeing Strategy 2021-2026 <p>Will your proposal have negative or positive implications on health inequalities?</p> <ul style="list-style-type: none"> Positive impacts by using criteria that helps to prioritise infrastructure in areas with health inequalities <p>What can you do to mitigate any identified health inequalities?</p> <ul style="list-style-type: none"> Focused investment on walking and cycling facilities, particularly attractive, traffic-free routes for daily exercise, that link with areas of health inequalities and are accessible from health hubs and leisure centres, and by the most disadvantaged groups (identified as having poorer health outcomes including people living with disabilities, learning difficulties, people with serious mental illnesses, ethnic minority groups and people from lower socioeconomic groups)
<p>Other Groups If there are any other groups</p>	<p>n/a</p>	

Public Sector Equality Duty (PSED)

Public Authorities must have 'due regard' to the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations. Please evidence how your proposed activity meets our obligations under the PSED.

	Evidence of Due Regard
<p>Eliminate unlawful discrimination (harassment, victimisation and other</p>	<p>The LCWIP sets out a programme of improvements for walking and cycling that will take account of the needs of people with</p>

prohibited conduct):

Advance equality of opportunity:

This involves

- removing or minimising disadvantages suffered by people due to their protected characteristics;
- taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people, for example, taking steps to take account of people with disabilities;
- encouraging people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

Foster good relations:

This means tackling prejudice and promoting understanding between people from different groups and communities.

certain protected characteristics and seeks to create an environment which is comfortable and welcoming to all.

Consultation on the draft LCWIP included contact with organisations representing interests of people with Protected Characteristics and groups that experience health inequalities.

In addition,

- In-person consultation events were held in accessible venues, with at least one weekday daytime event in each district/ borough, attended by Council staff ready to welcome everyone and listen to all points of view
- Online consultation event took place (a live webinar and recorded session) for people to access in their own time and place of choice. The live webinar gave an opportunity for some audience interaction/ questions
- Online information and surveys were available for an extended period – 8 weeks
- Consultation materials were made accessible and could have been requested in a range of accessible formats and languages throughout the consultation period.
- LCWIP meetings took place with specific groups – including Warwickshire Youth Council (online meeting 28/6/22) and Warwickshire Vision (in-person meetings on 15/8/23 in Leamington and 1/9/23 in Nuneaton).

Section Five: Partners / Stakeholders

Which sectors are likely to have an interest in or be affected by the proposed activity?	Yes / No	Describe the interest / effect
Businesses	Yes	Interest in transport network, parking, access and tourism. Effect on freight costs, staff access and wellbeing
Councils	Yes	Interest in policy and investment Effect on integration of strategies, investment programmes and development planning
Education Sector	Yes	Interest in transport network, parking, access, safety Effect on staff and student access and wellbeing
Fire and Rescue	Yes	Interest in transport network, parking, access, safety Effect on journey times, road safety outcomes, staff access and wellbeing
Governance Structures	No	n/a
NHS	Yes	Interest in transport network, parking, access, safety Effect on physical and mental health outcomes, road safety outcomes, staff and patient access and wellbeing
Police	Yes	Interest in transport network, parking, access, safety Effect on journey times, road safety outcomes, community safety outcomes, staff access and wellbeing
Voluntary and Community Sector	Yes	Interest in transport network, parking, access, safety, climate and environmental impacts Effect on physical and mental health outcomes, road safety outcomes, community safety outcomes, air quality and natural environment
Other(s): please list and describe the nature of the relationship / impact		Interest in land-use, transport network, parking Effect on investment programmes and development planning

Section Six: Action Planning

If you have identified impacts on protected characteristic groups in Section Four please summarise these in the table below detailing the actions you are taking to mitigate or support this impact. If you are not taking any action to support or mitigate the impact you should complete the No Mitigating Actions section below instead.

Mitigating Actions

Consider:

- Who else do you need to talk to? Do you need to engage or consult?
- How you will ensure your activity is clearly communicated
- Whether you could mitigate any negative impacts or build on positive impacts for protected groups or health inequalities
- Whether you could do more to fulfil the aims of the PSED
- How you will monitor and evaluate the effect of this work
- Anything else you can think of!

Identified Impact	Action(s)	Timescale incl. evaluation and review date	Name of person responsible
See Section 4: potential positive and negative impacts on age, disability, pregnancy and maternity, sex, health inequalities	Consultation on the draft LCWIP included contact with organisations representing interests of people with Protected Characteristics and groups that experience health inequalities. <ul style="list-style-type: none"> • In-person consultation events were held in accessible venues, with at least one weekday daytime event in each district/ borough, attended by Council staff ready to welcome everyone and listen to all points of view 	Ongoing – as part of taking schemes forward from LCWIP programme	Alison Kennedy alisonkennedy@warwickshire.gov.uk 01926 413950

	<ul style="list-style-type: none"> • Online consultation event took place (a live webinar and recorded session) for people to access in their own time and place of choice. The live webinar gave an opportunity for some audience interaction/ questions • Online information and surveys were available for an extended period – 8 weeks • Consultation materials were made accessible and could have been requested in a range of accessible formats and languages throughout the consultation period. • LCWIP meetings took place with specific groups – including Warwickshire Youth Council (online meeting 28/6/22) and Warwickshire Vision (in-person meetings on 15/8/23 in Leamington and 1/9/23 in Nuneaton). <p>Other mitigation is that the positive and negative impacts are also considered in more detail within the design of individual walking and cycling improvement schemes (and that design is in accordance with national and local standards) and in specific engagement / consultation on individual schemes.</p>		
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No Mitigating Actions

<p>Please explain why you do not need to take any action to mitigate or support the impact of your proposed activity.</p>
<p>n/a</p>

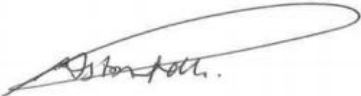
Section Seven: Assessment Outcome

Only one of following statements best matches your assessment of this proposed activity. Please select one and provide your reasons.

<p>No major change required</p>		<p>Overall, the LCWIP has a number of potential positive impacts. The LCWIP consultation was undertaken in line with best practice to ensure that everyone's voice was heard and that this can influence the development of the final LCWIP.</p> <p>The Warwickshire LCWIP contains a programme of schemes. Additional focused engagement / consultation will be carried out to support delivery of individual schemes and projects identified within the LCWIP.</p>
<p>The proposal has to be adjusted to reduce impact on protected characteristic groups and/or health inequalities</p>		<p>n/a</p>
<p>Continue with the proposal but it is not possible to remove all the risk to protected characteristic groups and/or health inequalities</p>		<p>n/a</p>
<p>Stop the proposal as it is potentially in breach of equality legislation</p>		<p>n/a</p>

Section Eight: Sign Off

N.B To be completed after the EIA is completed but before the area of work commences.

Name of person/s completing EIA	Alison Kennedy, Principal Transport Planner
Name and signature of Assistant Director	David Ayton-Hill, Director for Economy & Place 
Date	13/12/2023
Date of next review and name of person/s responsible	January 2025. Review EIA as part of annual progress review of LCWIP, Alison Kennedy, Principal Transport Planner

Once signed off, please ensure the EIA is uploaded using the following form. Please name it “EIA [project] [service area] [year]”: [Upload Completed Equality Impact Assessments](#)

These will be stored on a [Sharepoint library](#) which WCC colleagues can access.