

Heaton Chapel Active Neighbourhood

Equality Impact Assessment

Stockport Metropolitan Borough Council

February 2022

Quality information

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1. Introduction

Purpose

- 1.1 Stockport Metropolitan Borough Council (the Council) has commissioned AECOM to undertake an Equality Impact Assessment (EqIA) of the Heaton Chapel Active Neighbourhood trial.
- 1.2 An EqIA is a systematic assessment of the potential or actual effects of plans, policies, or proposals on groups with protected characteristics¹ as defined by the Equality Act 2010.
- 1.3 This EqIA supports the Council to fulfil its equality duties in relation to the Public Sector Equality Duty (PSED) which forms section 149 of the Equality Act 2010. It identifies any actual or potential negative and positive impacts associated with the Heaton Chapel Active Neighbourhood on protected characteristic groups. The EqIA draws upon secondary data and research as well as feedback from non-statutory consultation that took place in January and February 2022.
- 1.4 The EqIA:
 - Demonstrates how the Council has paid due regard to the PSED in the delivery of the Active Neighbourhood trial and associated consultation activities;
 - Identifies beneficial effects of the trial and how these can be enhanced to advance equality of opportunity for groups with protected characteristics in the future development and implementation of future Active Neighbourhoods; and
 - Identifies any adverse effects of the trial and how these can be minimised in the future development and implementation of Active Neighbourhoods.

Heaton Chapel Active Neighbourhood

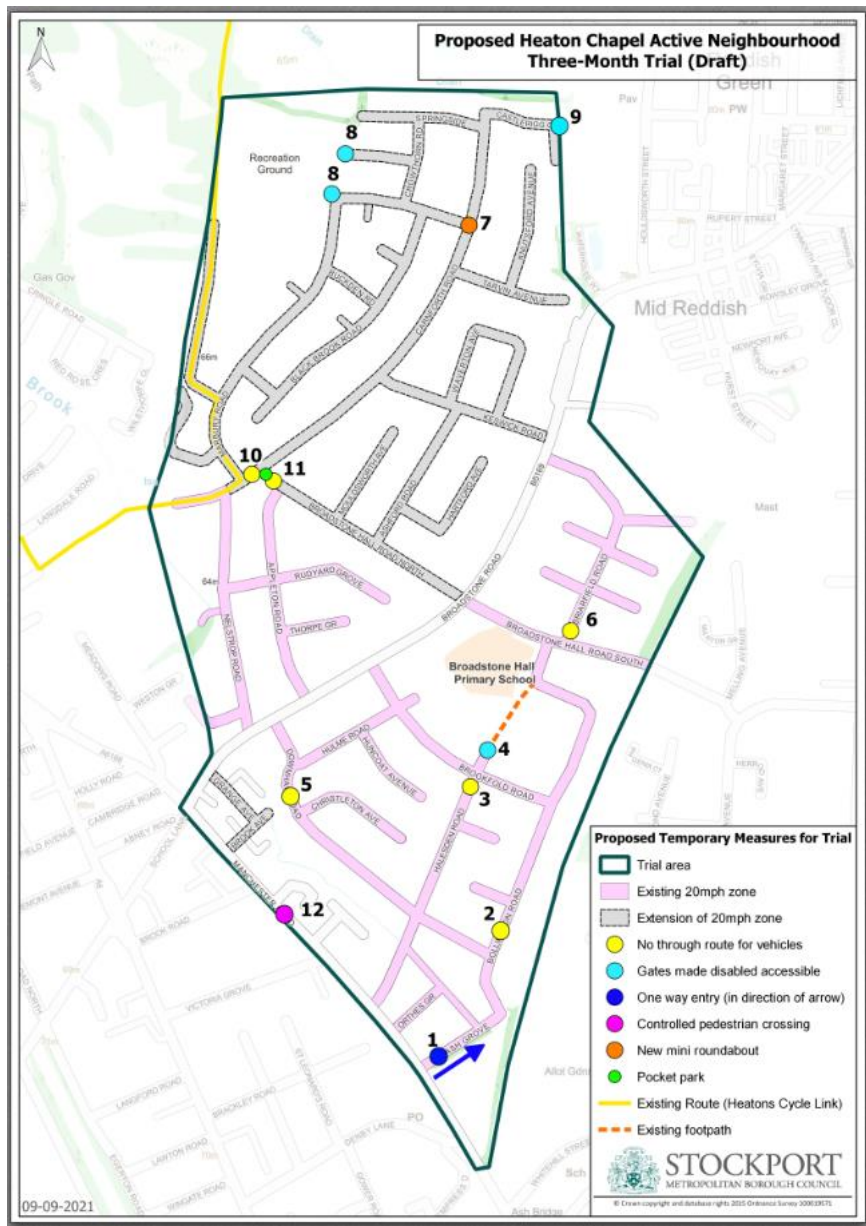
- 1.5 After unprecedented levels of active transport amidst the Covid-19 pandemic, particularly walking and cycling, the UK Government plan to invest £2 billion in expanding active travel. Measures including pop-up bike lanes, widening pavements and cycle and bus only corridors are expected to encourage greener alternatives to public transport and mitigate future demand on road, bus and rail networks. The government will work with local authorities, including Greater Manchester and Stockport, to fulfil this ambition.
- 1.6 In partnership with the government, a Greater Manchester-wide programme improving the ease and attractiveness of walking and cycling has been allocated £160 million by the Mayor's Cycling and Walking Challenge Fund. A series of small-scale measures will combine to form a 1,800-mile network of walking and cycling routes across the region. For example, cycle links across Heaton, the M60 Bridge linking Heaton Norris to Stockport centre and a walking and cycling route connecting Brinnington to Stockport.
- 1.7 In October 2020, the Council undertook a consultation on Active Neighbourhoods, following this initial consultation, Heaton Chapel was picked to run an Active Neighbourhood trial.
- 1.8 An Active Neighbourhood is aimed at helping local residents to make short trips by foot, bicycle or public transport which can be achieved through new crossings, new walking and cycling routes and a variety of other measures.
- 1.9 In September 2021, a set of temporary measures (shown in Figure 1-1 below) were installed in Heaton Chapel. The measures were designed to help reduce through traffic by cutting out 'rat-running' and make streets safer and more pleasant for walking and cycling. Emergency service access and access for wheelchair, mobility scooters and non-standard cycles access was maintained throughout.
- 1.10 The temporary measures are shown by the coloured dots in the map:

¹ Protected characteristics are; age, sex, belief or religion, race, disability, sexual orientation, transgender, marriage/civil partnership and pregnancy and maternity.

1. No through routes for vehicles/modal filter (Yellow)
2. Gates made accessible for disabled (Blue)
3. One-way entry (Dark blue arrow)
4. Mini-roundabout (orange)
5. Controlled pedestrian crossing (pink)
6. Pocket Park (green)²
7. Extension to the 20 mph zone (various greyed out roads)

1.11 Following on from a 3-month trial these measures have now been removed. Consultation on the trial and the measures within it were subject to a period of consultation in January and February 2022.

Figure 1-1 Heaton Chapel Active Neighbourhood



Source: Stockport Metropolitan Borough Council (2021)

² The Pocket Park located at the corner of Broadstone Hall Road North and Carnforth Road was removed in October 2021 following feedback of anti-social behaviour.

Methodology

1.12 The approach for undertaking this EqlA and compiling this report follows a four-stage process:

- **Desk-based review** - including review of relevant national, regional and local policies and legislation, information relating to the Active Neighbourhood trial and data relating to protected characteristic groups in Heaton Chapel, Stockport and Greater Manchester region;
- **Review of consultation activities and feedback** - Review of the Heaton Chapel Active Neighbourhood Consultation report and additional feedback received during the consultation exercise from 17th January to 6th February 2022;
- **Assessment of impacts** - High level assessment of how the implementation of the Active Neighbourhood and measures included within it, impact both positively and negatively on protected characteristics groups living in Heaton Chapel and surrounding areas; and
- **Recommendations and actions** for minimising adverse effects and enhancing benefits in future Active Neighbourhood schemes.

1.13 The approach is based on AECOM's understanding of the Equality Act 2010, particularly section 149 regarding the PSED, and supporting technical guidance produced by the Equality and Human Rights Commission (EHRC),³ and AECOM's in-house approach to conducting EqlAs.

³ EHRC (updated Feb 2021) Technical Guidance on the Public Sector Equality Duty: England
<https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-technical-guidance>

2. Relevant legislation and policy

National legislation

Equality Act 2010

- 2.1 The Equality Act 2010⁴ is a major piece of UK legislation which provides the framework to protect the rights of individuals against unlawful discrimination and to advance equal opportunities for all. Section 149 outlines the Public Sector Equality Duty (PSED) of public bodies, who in exercising their functions must have due regard to the three aims of PSED:
1. To eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
 2. To advance equality of opportunity between people who share a protected characteristic and those who do not; and
 3. To foster good relations between people who share a protected characteristic and those who do not.
- 2.2 The Act explains that having due regard for advancing equality involves:
- Removing or minimising disadvantages suffered by people due to their protected characteristics;
 - Taking steps to meet the needs of people from protected groups where these are different from the needs of other people; and
 - Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.
- 2.3 The duty covers the following eight protected characteristics⁵: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation as described in Section 3.6 of this report.
- 2.4 The Act states that meeting different needs involves taking steps to take account of disabled people's disabilities. It describes fostering good relations as tackling prejudice and promoting understanding between people from different groups. It states that compliance with the duty may involve treating some people more favourably than others.

Regional and local policy and guidance

Greater Manchester Transport Strategy (2021-2040)⁶

- 2.5 Greater Manchester's 2040 Vision for Transport sets out long-term aspirations which are supported by Five-Year Transport Delivery Plans.
- 2.6 The vision for Greater Manchester – to have 'World class connections that support long-term sustainable economic growth and access to opportunity for all' – identifies four key elements: supporting sustainable economic growth, protecting our environment, improving quality of life for all and developing an innovative city-region.
- 2.7 Some 49% of journeys under 2 miles are made by car. The Right Mix vision⁷ is for 50% of all journeys to be made by sustainable transport modes (walking, cycling, public transport), supporting a reduction of motor vehicle traffic to no more than 50% daily. This estimates one million more journeys being made by

⁴ Available at: https://www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf

⁵ The three aims of the duty apply to the protected characteristics provided for in section 149(7). Although marriage and civil partnership is a protected characteristic under the Equality Act, it's not covered by the PSED and is therefore, not considered as part of this EqlA.

⁶ Greater Manchester Council (2021). Greater Manchester Transport Strategy 2040. Available at: https://assets.ctfassets.net/nv7y93idf4jq/01xbKQQNW0ZYLzYvcj1z7c/4b6804acd572f00d8d728194ef62bb89/Greater_Manchester_Transport_Strategy_2040_final.pdf

⁷ Greater Manchester Council (2021). Greater Manchester Transport Strategy 2040 - Appendix 1: Right Mix Technical note. Available at: https://assets.ctfassets.net/nv7y93idf4jq/63djWRsf077JaXP2KoWSWB/efdc151c407ac265dedc98843628d4fc/GMTS_2040_Rfresh_Appendix_Right_Mix_Jan_2021_Final.pdf

sustainable modes each day by 2040. This ambition is expected to achieve zero net growth in motor vehicle traffic between 2017 and 2040.

- 2.8 An integrated customer-focused transport system sits at the core of this strategy. The ambition is 'to enable people to move seamlessly between services on a single, high quality, easy-to-use network; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning'.
- 2.9 Transport systems should connect people to opportunities, entrepreneurs to capital and employers to skills. While technological innovation will reduce costs and encourage sustainable travel.
- 2.10 The City-region also identifies a long-term environmental goal for carbon neutrality by 2038. This strategy considers the need to reduce air pollution, protect people's health and combat the climate emergency.

Stockport Council Statement on Equality and Diversity (2018-2022)⁸

- 2.11 Stockport's Equality and Diversity Statement presents a vision to 'promote equal life outcomes for all by tackling known inequalities across the borough of Stockport' in compliance with the Equality Act 2010.
- 2.12 The Statement commits to fulfilling the following objectives and related policies:

OBJECTIVE	KEY STRATEGIES
People will be able to make positive choices and be independent; and those that need support will get it.	Better Life Chances Strategy Stockport Joint Health and Wellbeing Strategy Council Plan Borough Plan
Communities in Stockport are safe and resilient.	Council's Hate Crime policies Safer Stockport Partnership Plan Council Plan Borough Plan
Stockport will benefit from a thriving economy.	Adult Education, Skills and Employability Strategy Children's Trust Strategic Plan Economic Development Strategy
Stockport will be a place people want to live.	Council's Housing Strategy Public Consultation and Engagement Policy Equality and Diversity training for Stockport Council employees

- 2.13 Working partnerships with stakeholders, including residents, employees and community groups, will help Stockport Council in achieving this vision.

Stockport Council Plan (2021-2022)⁹

- 2.14 In light of the Covid-19 pandemic, Stockport Council set out how they will continue to support their population and deliver services throughout the borough. Relevant priorities include:

- **Taking action on climate change:** improve sustainable transport options through 14 walking and cycle schemes by 2023 in addition to improving air quality through promoting walking, cycling and public transport options.
- **Living an active and healthy life:** implement the Stockport Active Communities Strategy to encourage conditions for physical activity.
- **Creating pride in our borough ensuring it is safe, clean and well maintained:** focus on keeping highways safe and maintain public footpaths and local infrastructure.

⁸ Stockport Metropolitan Borough Council (2018). Stockport Council Statement on Equality and Diversity 2018-2022. Available at: https://assets.ctfassets.net/ii3xdrqc6nfw/3cFOPi1Y9ATfGLk0r0v4RI/72c301ea4b49ef7ec801c610143ec5c5/Statement_on_equality_and_diversity_2018-22_.pdf

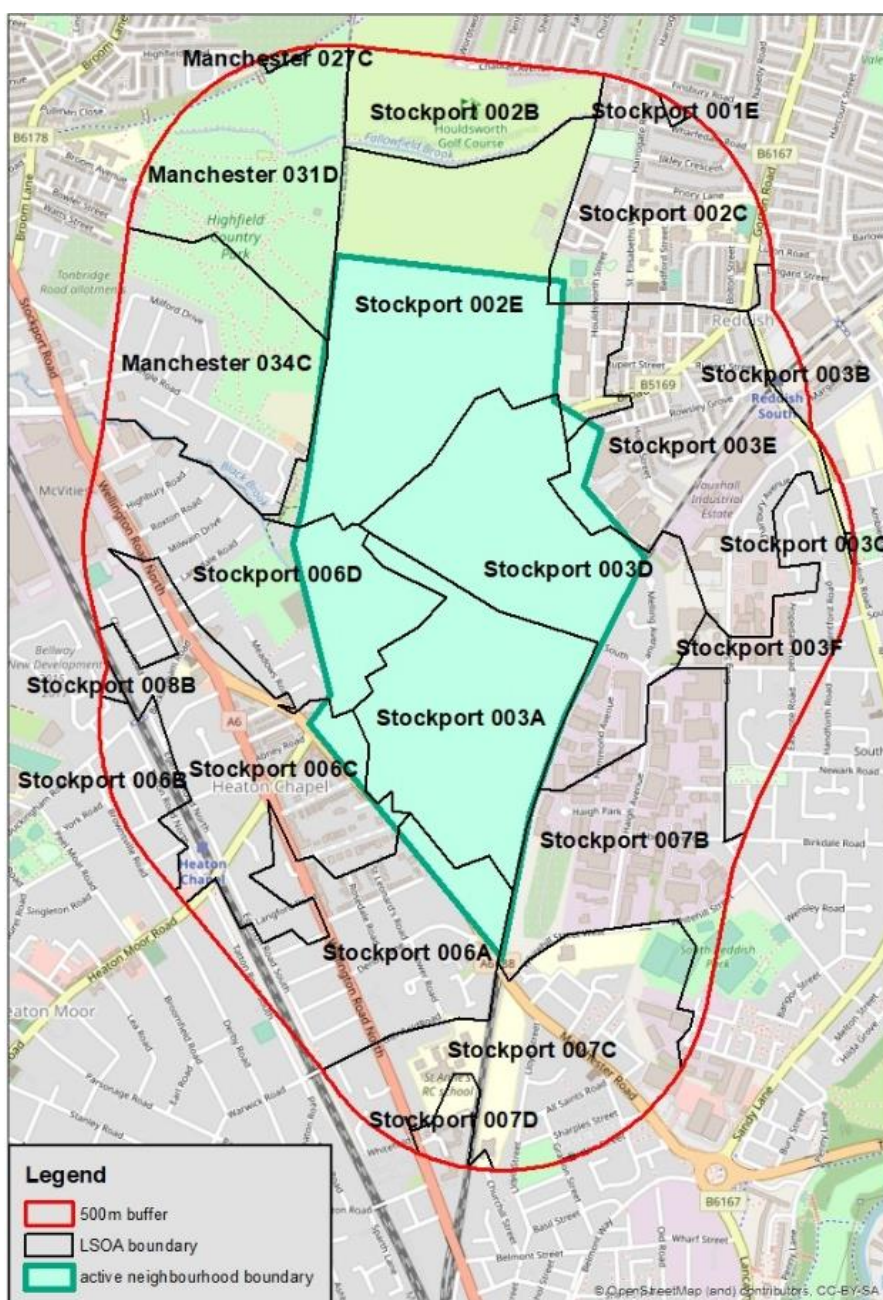
⁹ Stockport Metropolitan Borough Council (2021). The Stockport Council Plan 2021/22. Available at: https://assets.ctfassets.net/ii3xdrqc6nfw/74fx7MC9Ga1OUQHW9PEShJ/ec7cfaec1330d4f92c7f5df56a46ab8c/Council_Plan_2021_to_2022.pdf

3. Equalities Baseline

Introduction

- 3.1 This section outlines the equalities baseline relevant to Active Neighbourhood trial areas. This includes analysis of Census 2011 data¹⁰ and other datasets at the study area, borough, county and national scale. Wherever possible the most recently available data is presented at all geographical levels.
- 3.2 Figure 3-1 identifies the study area for the purpose of the EqIA as the Lower Super Output Areas (LSOA's) Stockport 002E, Stockport 003A, Stockport 003D, Stockport 006A and Stockport 006D, surrounded by a 500m buffer for purpose of analysis.

Figure 3-1 EqIA study area



¹⁰ It should be noted that although the most recent Census for England and Wales took place in March 2021, the full census data outputs are not scheduled for release until March 2023.

Profile of protected characteristics groups

Age

- 3.3 The age breakdown in Table 3-1 reveals higher percentages of children (0-15 years) living in the study compared with national and local levels. Notably, the study area has the highest percentage of those aged 45-59 (22%) across all geographies. In terms of the elderly population, the study area has the second smallest percentage (21%), after Greater Manchester (20.1%), while Stockport has a significantly higher proportion at 24.5% which sits above the national level.
- 3.4 While the study area has a high proportion of children, it also shows signs of an ageing population with a high proportion of the population being aged 25-59 in comparison to other geographies. A similar trend can also be identified at the borough level.

Table 3-1 Age breakdown by geographical area

Age	Study Area	Stockport	Greater Manchester	England
0-15	19.4%	18.9%	19.9%	18.9%
16-24	10.6%	10.1%	12.9%	11.9%
25-44	27.1%	25.8%	28.4%	27.5%
45-59	22.0%	20.8%	18.7%	19.4%
60+	21.0%	24.5%	20.1%	22.3%

Source: ONS – KS102EW age structure (2011)¹¹

- 3.5 It is important to recognise the ageing population of the local and borough levels because transport and related safety are significant to the accessibility and social inclusion of elderly populations.

Sex

- 3.6 Table 3-2 reveals that the percentage split between male and female is almost identical in the study area as it is in Stockport, with more females than males, while the reverse is true for Greater Manchester and England.

Table 3-2 Population breakdown by sex and geographical area

Gender	Study Area	Stockport	Greater Manchester	England
Male	48.3%	48.9%	49.4%	49.2%
Female	51.7%	51.1%	50.6%	50.8%

Source: ONS – LC1117EW Sex by age (2011)¹²

- 3.7 Sex is an important characteristic to consider because women are more likely to walk, be a passenger in a car or take a bus than men¹³. They are also more likely to make multi-stop and multi-purpose trips, combining travel to work with trips for other purposes such as taking children to school, looking after family members or shopping.

Sexual orientation

- 3.8 There are no official statistics relating to sexual orientation in the UK Census 2011. However, the 2021 Census includes the question 'Which of the following best describes your sexual orientation?' and as such more detailed data on sexual orientation will be available for future analysis.

¹¹ ONS (2011). KS102EW – Age structure. Available at:

<https://www.nomisweb.co.uk/query/construct/summary.asp?reset=yes&mode=construct&dataset=145&version=0&anal=1&initsele=>

¹² ONS (2011). LC1117EW – Sex by age. Available at:

<https://www.nomisweb.co.uk/query/construct/summary.asp?reset=yes&mode=construct&dataset=1414&version=0&anal=1&initsele=>

¹³ Sustrans (2018) Women: reducing the gender gap <https://www.sustrans.org.uk/media/2930/2930.pdf>

- 3.9 However, data from the Annual Population Survey (APS) in 2019 reveals that 2.7% of England identify as lesbian, gay or bisexual (LGB). While the North West had a lower average of 2.2%. ¹⁴ The UK breakdown of sexual orientation identifies 1.6% of UK residents as Gay or Lesbian; 1.1% as Bisexual; 93.7% as Heterosexual or straight; and 0.7% as an 'other' sexual identity.
- 3.10 LGB people may have concerns about safety and security and existing evidence from the National LGBT Survey 2017 for England and Wales suggest they are at greater risk of being victims of crime than heterosexual people¹⁵. The number of hate crimes recorded on the grounds of sexual orientation rose by 27% from over 7,000 in 2015-16 to over 9,000 in 2016-17.

Gender reassignment

- 3.11 There are no official statistics relating to gender reassignment and the UK Census 2011 only collected data relating to sex (gender assigned at birth). The Office for National Statistics (ONS) has identified a need for information about gender identity for policy development and service planning with these requirements strengthened by the need for information on those with the protected characteristic of gender reassignment as set out in the Equality Act 2010. The 2021 Census includes the optional question "Is the gender you identify with the same as your sex registered at birth?" and as such more data on the transgender population will be available in the future.
- 3.12 Transgender people may have concerns about safety and security and existing from the National LGBT Survey 2017 for England and Wales suggests they are at greater risk of being victims of crime. The survey recorded that the number of hate crimes against transgender people had risen by 45%, from 858 in 2015-16 to 1,248 in 2016-17. Transgender people may also avoid associated public transport facilities such as toilets for fear of being harassed or identified.¹⁶

Race

- 3.13 Table 3-3 shows that the proportion of white residents is significantly higher in Stockport (92.1%) and the Heaton Chapel study area (90.7%) than county-wide and nationally. Significantly, there is a much higher percentage of Irish residing within the study area (4.5%).
- 3.14 White British is the dominant ethnicity across all geographies, composing 84.5% of the study area. While the rate of ethnic minority groups is lower in Heaton Chapel, the largest ethnic minority group - Pakistani (3.2%) - sits above the national average (2.1%).

Table 3-3 Breakdown of ethnic group by geographical area

	Study Area	Stockport	Greater Manchester	England
White	90.7%	92.1%	83.8%	85.4%
English / Welsh / Scottish / Northern Irish / British	84.5%	89.0%	79.8%	79.7%
Irish	4.6%	1.4%	1.3%	0.9%
Gypsy or Irish Traveller	0.0%	0.0%	0.1%	0.1%
Any other White background	1.6%	1.7%	2.6%	4.5%
Mixed / Multiple Ethnic Groups	2.5%	1.8%	2.3%	2.2%
White and Black Caribbean	1.0%	0.6%	0.9%	0.7%
White and Black African	0.4%	0.3%	0.4%	0.3%
White and Asian	0.6%	0.5%	0.6%	0.6%
Any other Mixed / Multiple ethnic background	0.5%	0.4%	0.4%	0.5%
Asian / Asian British	5.0%	4.9%	10.1%	7.8%
Indian	0.6%	1.0%	2.0%	2.6%
Pakistani	3.2%	2.4%	4.8%	2.1%
Bangladeshi	0.2%	0.2%	1.3%	0.8%

¹⁴ ONS Sexual orientation, UK: 2019 (2021); available at: [Sexual orientation, UK - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/sexualorientationandgender/articles/sexualorientationintheuk2019/sexualorientationintheuk2019), accessed October 2021.

¹⁵ Available at: <https://www.gov.uk/government/publications/national-lgbt-survey-summary-report/national-lgbt-survey-summary-report>

¹⁶ Available at: https://www.equalityhumanrights.com/sites/default/files/key_facts_and_findings-transgender_0.pdf

	Study Area	Stockport	Greater Manchester	England
Chinese	0.4%	0.6%	1.0%	0.7%
Any other Asian background, please describe	0.7%	0.7%	1.1%	1.5%
Black / African / Caribbean / Black British	1.3%	0.7%	2.8%	3.4%
African	0.4%	0.3%	1.7%	1.8%
Caribbean	0.7%	0.3%	0.7%	1.1%
Any other Black / African / Caribbean background	0.2%	0.1%	0.3%	0.5%
Other	0.5%	0.6%	1.0%	1.0%
Other Ethnic Group: Arab	0.4%	0.3%	0.6%	0.4%
Any other ethnic group	0.2%	0.3%	0.5%	0.6%

Source: ONS – KS201EW Ethnicity (2011)¹⁷

Religion

3.15 Table 3-4 shows the population who identify as Christian compose the largest percentage across all geographies, with the highest value in the study area (64.5%). The next most populated responses in Heaton Chapel were no religion (24.5%) and religion not stated (5.8%).

3.16 Notably, Muslims make up 4.4% of the population making it the second most prominent of religious groups in the study area. However, the rates of Muslim residents is lower when compared to Stockport (8.7%) which is significantly higher than the national average (5%). The study area has the lowest representation of Buddhist (0.3%), Hindu (0.4%), Sikh (0.1%) and most significantly Jewish (0.2%) religions.

Table 3-4 Breakdown of religion by geographical area

Religion	Study Area	Stockport	Greater Manchester	England
Christian	64.2%	61.8%	63.2%	59.4%
Buddhist	0.3%	0.4%	0.3%	0.5%
Hindu	0.4%	0.9%	0.6%	1.5%
Jewish	0.2%	0.9%	0.5%	0.5%
Muslim	4.4%	8.7%	3.3%	5.0%
Sikh	0.1%	0.2%	0.1%	0.8%
Other religion	0.3%	0.3%	0.3%	0.4%
No religion	24.5%	20.8%	25.1%	24.7%
Religion not stated	5.8%	6.1%	6.5%	7.2%

Source: ONS KS209EW Religion (2011)¹⁸

Disability

3.17 Table 3-5 reveals that the level of long-term health problem or disability within the study area is reflective of the national average for all categories, although the study area has a slightly higher proportion of residents with no disabilities (82.6%) compared to England (82.4%). Notably, Greater Manchester represents the highest percentage of residents who reported that their day-to-day activities were limited a lot (9.8%) and consequently reports the lowest levels of population who experience no limitations to their daily activity.

¹⁷ ONS (2011). KS201EW – Ethnic group. Available at: <https://www.nomisweb.co.uk/query/construct/summary.asp?reset=yes&mode=construct&dataset=608&version=0&anal=1&init=el=>

¹⁸ ONS (2011). KS209EW – Religion. Available at: <https://www.nomisweb.co.uk/query/construct/summary.asp?reset=yes&mode=construct&dataset=616&version=0&anal=1&init=el=>

Table 3-5 Long-term health problem or disability by geographical area

	Study Area	Stockport	Greater Manchester	England
Day-to-day activities limited a lot	8.2%	8.6%	9.8%	8.3%
Day-to-day activities limited a little	9.2%	9.8%	9.6%	9.3%
Day-to-day activities not limited	82.6%	81.6%	80.6%	82.4%

Source: ONS QS303EW long-term health problem or disability (2011)¹⁹

- 3.18 Accessibility is an important aspect of enabling disabled people to enjoy equal access to full citizenship. Specifically, there are a range of accessibility issues that may affect disabled cyclists: inaccessible cycle infrastructure, cost of non-standard cycles and the inability to cycle in places where a mobility scooter would be allowed as the biggest barriers to cycling (Wheels for Wellbeing, 2022)²⁰. Similarly, disabled people capable of walking long distances may experience accessibility issues regarding steps and stiles, while those relying on mobility scooters or wheelchairs can encounter barriers of challenging surfaces, narrow paths and obstructions (Ramblers, 2022)²¹. Ultimately, disabled people may also rely on private car use to overcome accessibility boundaries and experience ease of travel.

Socio-economic data

Deprivation

- 3.19 Stockport experiences significant local variation in deprivation, with clustered deprivation in the central and northern regions.²²
- 17% of LSOAs rank within the 20% most deprived areas nationally;
 - 7,250 residents live in the 1% most deprived country-wide;
 - 26% of the population reside within the least deprived areas.
- 3.20 Figure 3-2 displays the deprivation deciles for the LSOAs within study area and a 500m buffer zone from its boundary, within 1 being the 10% most deprived nationally and 10 being the 10% least deprived nationally. Whilst the southern section of the study area experiences lower levels of deprivation (20%-30% least deprived), the northern section of study area is located within one of the 10% most deprived LSOAs nationally. The surrounding LSOAs also have significantly higher levels of deprivation (10%-30% most deprived).
- 3.21 Income deprivation is experienced by 12% of Stockport's population (34,560 people), clustering in areas of high deprivation such as Brinnington to the East of Heaton Chapel. In terms of age, 12.9% of elderly people (aged 60+) and 14.6% of children live in income deprived households.
- 3.22 Health deprivation mapping, shown in figure 4-2, reveals that the majority of LSOA's fall within the 10%-50% most health deprived. The exception to this are: Stockport 006B (20% least deprived), Stockport 003A (30% least deprived) and Stockport 003D (40% least deprived).
- 3.23 Crime deprivation mapping reveals that Heaton Chapel experiences higher levels of crime deprivation, as shown in Figure 3-3 below. The northern section of the Active Neighbourhood falls within the 10% most deprived nationally. All other LSOA's range from 10%-50% most crime deprived, with the exception of Stockport 003A in the southern section of the Active Neighbourhood which falls within the 20% least crime deprived areas.
- 3.24 Health and crime deprivation are highest in the peripheral LSOA's to the Active Neighbourhood, especially around the north of the study area.

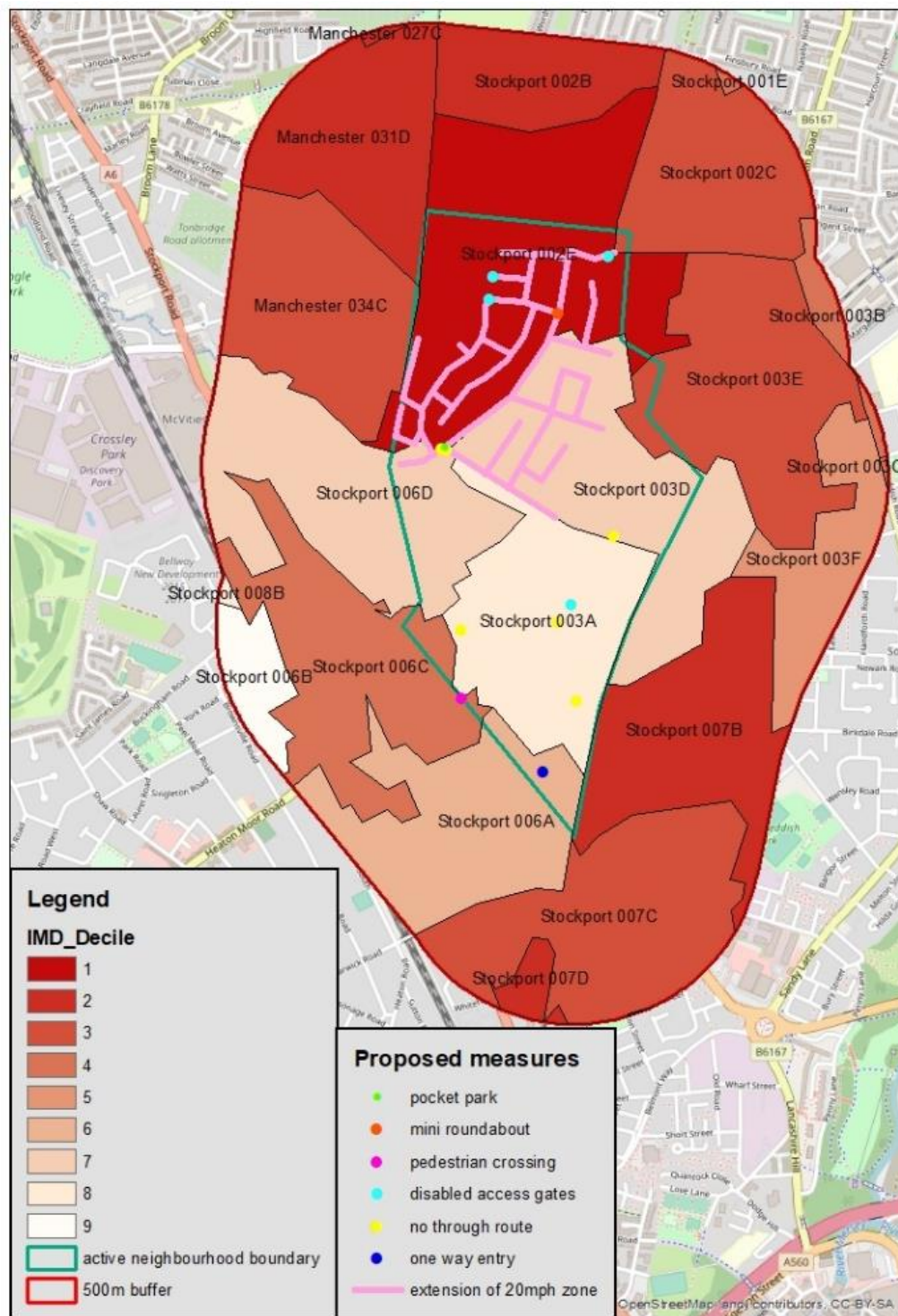
¹⁹ ONS (2011). QS303EW – Long-term health problem or disability. Available at: <https://www.nomisweb.co.uk/query/construct/summary.asp?reset=yes&mode=construct&dataset=532&version=0&anal=1&initialel=>

²⁰ Wheels for Wellbeing (2022). Available at: <https://wheelsforwellbeing.org.uk/>

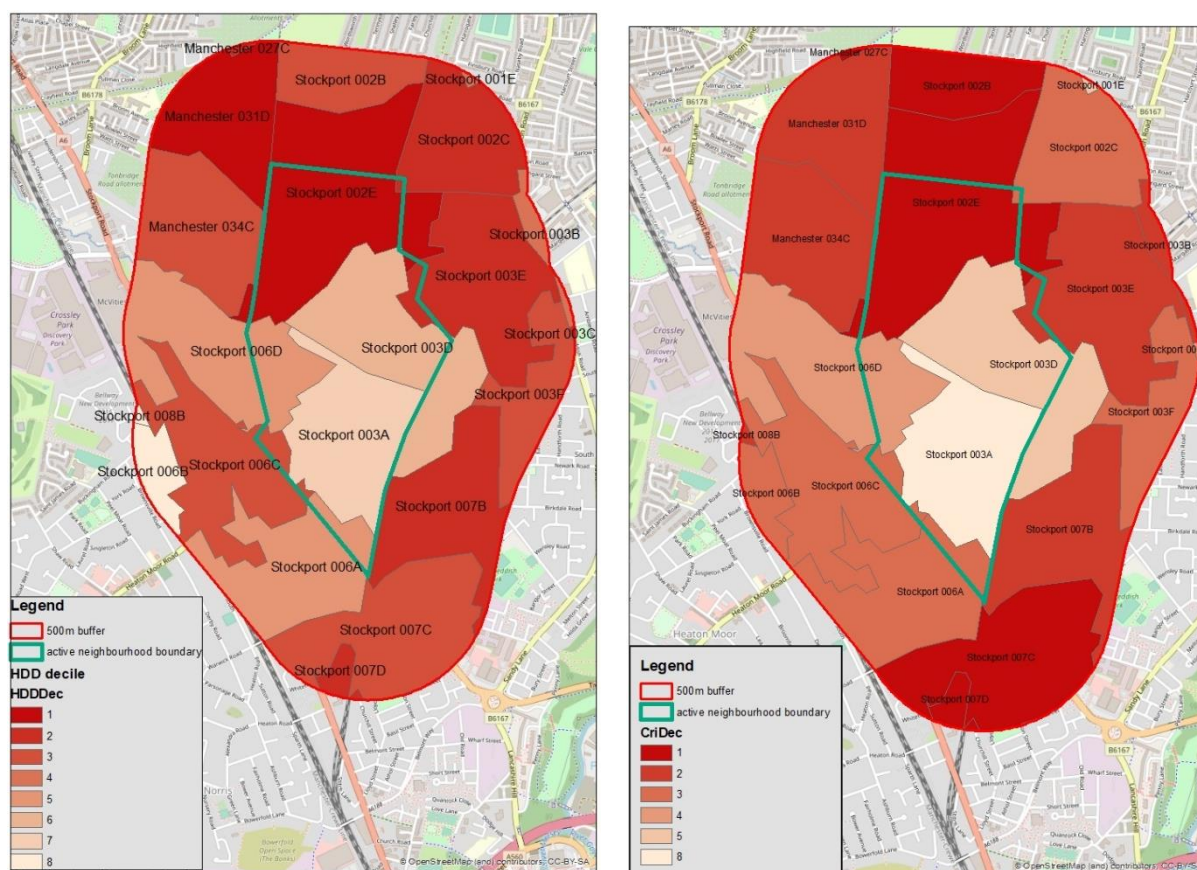
²¹ Ramblers (2022). Available at: <https://www.ramblers.org.uk/advice/walking-with-a-disability-or-health-issue/people-with-limited-mobility-and-wheelchair-users.aspx>

²² Stockport JSNA (2019). 2020 JSNA: Socio Economic Context. Available at: https://stockport-haveyoursay.citizenspace.com/public-health/jsna-2020-socio-economic-context/supporting_documents/2020%20JSNA%20%20Socio%20Economic%20Context.pdf#:~:text=In%202019%2C%2012.9%25%20of%20people%20aged%20over%2060,a%20modest%20decline%20over%20the%20last%20four%20years.

Figure 3-2 Indices of Deprivation for study area



Source: English Indices of Deprivation (2019)

Figure 3-3 crime and health deprivation decile within study area and 500m buffer

Source: English Indices of Deprivation (2019)

Education

3.25 Stockport has lower levels of educational attainment than the national average with higher percentages of those with no qualifications (6.7%) and level one qualification (90.1%) compared to the national average (6.4% and 87.7%). Smaller proportions of the population have achieved high level qualification, such as level 2 and level 3. However, level 4 qualifications and above emerge as an anomaly to this trend. A marginally higher percentage of Stockport's population have achieved level 4 qualifications and above (45.6%) compared to across England (43.1%).

Table 3-6 Educational attainment by geographical area

	Stockport	Greater Manchester	England
No qualifications	6.7%	7.7%	6.4%
Level 1 qualifications	90.1%	86.3%	87.7%
Level 2 qualifications	77.8%	75.2%	78.1%
Level 3 qualifications	60.8%	57.6%	61.3%
Level 4 qualifications & above	45.6%	39.2%	43.1%
Other qualifications	3.1%	5.9%	5.9%

Sources: ONS Labour Market Statistics (2021)²³

²³ ONS (2020). Labour Market Profile: Greater Manchester. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1967128590/report.aspx?town=greater%20manchester#tabquals>

- 3.26 Broadstone Hall Primary School is located within the Heaton Chapel Active Neighbourhood. A further four schools lie within the 500m buffer zone, including St Anne's RC School; All Saints Church of England Primary School Stockport; Whitehill Primary School; and St Joseph's Catholic Primary School. Thereby children and young people could experience disproportionate impacts of the proposed measures while travelling to school.

Health inequalities

- 3.27 In Stockport the life expectancy of males (80.1 years old) is relatively higher than the national average of 79.4 years old, while female life expectancy (83.3 years old) is only marginally higher than the 83.1 years old country-wide value.²⁴ Within borough variation reveals that life expectancy for men is 11.2 years less in areas of high deprivation compared to low, and 9.8 years for women.
- 3.28 Alcohol-related and self-harm hospital admissions are worse in Stockport than the national average (709 per 100,000 and 252 per 100,000). Similarly, the level of homelessness and violent crime are worse than across the country.
- 3.29 Houldsworth Medical Centre is located within the 500m buffer of the Active Neighbourhood study area and the nearest hospital, the Christie Hospital, is located a 15-minute drive from the centre of Heaton Chapel. The accessibility of emergency services from these facilities to residential areas is of importance, especially for the protected characteristic groups including older people.

Employment

- 3.30 The largest proportion of Stockport's labour force take up professional occupations (27%), sitting almost 10% higher than the national average (17.5%) and 3% above the county level (24%). The borough also represents larger percentages of administrative and secretarial occupations, caring, leisure and service occupations and sales and customer service occupations than across the county and country geographies. While it holds the lowest proportion of process, plant and machine operatives and elementary occupations for all geographical areas.

Table 3-7 Employee jobs by broad sector group across geographical area

	Stockport	Greater Manchester	England
Managers, directors and senior officials	10.1%	9.1%	10.9%
Professional occupations	27.0%	24.0%	17.5%
Associate professional and technical occupations	12.8%	14.9%	12.8%
Administrative and secretarial occupations	13.4%	10.8%	11.5%
Skilled trades occupations	6.9%	8.1%	11.4%
Caring, leisure and other service occupations	9.4%	8.7%	9.3%
Sales and customer service occupations	8.6%	8.2%	8.4%
Process, plant and machine operatives	4.3%	6.0%	7.2%
Elementary occupations	6.8%	9.7%	11.1%

Source: ONS Labour Market Statistics (2021)²⁵

In 2019, 89% of Stockport's working age population were economically active. The rate of unemployment was 3.2%, which was a significant decrease (by over 50%) since the recession of 2009/2010.²⁶ The Covid-19 pandemic burdened a large percentage of Stockport's workforce by placing 31% on the Coronavirus Job Retention Scheme between March and June 2020.

²⁴ Public Health England (2020). Stockport: Local Authority Health Profile 2019. Available at: <https://fingertips.phe.org.uk/static-reports/health-profiles/2019/E08000007.html?area-name=Stockport>

²⁵ Ibid20

²⁶ Ibid11

4. Consultation and engagement

Introduction

- 4.1 This section presents a summary of the Heaton Chapel Active Neighbourhood engagement and consultation process, particularly in relation to equalities issues.

Stakeholder engagement

- 4.2 The trial has involved engagement with various Council teams including Traffic Management, Neighbourhoods Team, Stockport Homes, the Public Rights of Way (ProW) Team, Highways and Bridges the Consultation Team and the District Centre Manager. The emergency services, Royal Mail and waste management contractors were also kept informed about the trial including working closely with North West Ambulance Service. The Council also engaged with community and interest groups prior to the opening of the trial, during the trial and post-trial. Community groups who were kept informed of the scheme include:

- Stockport Walking & Cycling Forum;
- Stockport Local Access Forum;
- Stockport ProW Forum;
- Stockport Disability Forum;
- Broadstone Hall Primary School;
- WalkRide Heaton;
- Walthew House;
- Disability Stockport;
- Heaton's Men In Sheds;
- Heaton's Muslim Community Trust;
- Stockport Community Cycling Club;
- Royal National Institute of Blind People (RNIB);
- Seashell Trust;
- PACT Stockport; and
- Sustainable Living in The Heaton.

- 4.3 Close engagement was undertaken with Broadstone Primary School before, during and after the trial period. This included meetings with the headteacher and engagement with parents via the school's ParentMail, which distributed details of the trial to parents and invited them to take part in the post-trial consultation activity. This gave the opportunity for parents who did not live in the trial area to be informed about the scheme and to take part in the consultation.

- 4.4 WalkRide Heaton were also closely engaged and communicated with pre, during and post-trial.²⁷

Non-statutory consultation

- 4.5 AECOM was commissioned to undertake independent non-statutory consultation from Monday 17th January to Sunday 6th February 2022. The consultation was promoted through the use of flyers, the Council's news webpage, social media and billboards within the trial area.
- 4.6 Residents could respond via:

²⁷ WalkRide Heaton work with local groups and campaign to make 'walking, cycling and other active travel modes the natural choice for journeys across Greater Manchester'. Campaigns include a car-free weekend, 20mph default speed limit, pedestrian priority at crossings and ending through traffic in Manchester.

- **An online questionnaire:** Accessible via a QR code or Stockport Council's dedicated website www.stockport.gov.uk/haveyoursay; and
- **A paper questionnaire:** A print ready version was provided by AECOM and printed and distributed by Stockport Council on request of anyone who preferred to respond on paper. A freepost address was provided for paper questionnaires to be returned and an email address (activeheatons@stockport.gov.uk) was also provided.

4.7 Table 4-1 provides a checklist of potential equality issues considered in the consultation activity and the embedded mitigation and further actions undertaken to ensure that the process was inclusive as possible.

Table 4-1 Consultation equalities issues and actions checklist

Consultation Element	Potential equality issues	Embedded mitigation or actions undertaken
Engaging with harder to reach groups	Some groups are underrepresented in consultation activities. These can include groups with protected characteristics such as younger people, people from ethnic minority groups etc.	<ul style="list-style-type: none"> • Engagement has been undertaken pre-, during and post-trial with a range of organisations representing hard to reach and protected characteristic groups. These organisations were informed about the consultation. • A flyer was delivered to all households within the Active Neighbourhood boundary to promote the consultation and encourage participation.
	Capturing evidence of engagement with underrepresented groups (including those from protected characteristic groups) is important to demonstrate that an inclusive consultation approach has been undertaken.	<ul style="list-style-type: none"> • A diversity and demographic monitoring section was included as part of the questionnaire. • This has been used to demonstrate how inclusive different engagement approaches have been by comparing those participating against the demographic profile of the area. • Comments and feedback from respondents has been used to identify potential equality impacts as part of the EqIA.
Communication and consultation documents and materials	Communication methods should be wide ranging and inclusive of the needs of different audiences.	<ul style="list-style-type: none"> • The consultation was promoted via flyers delivered to all households in the Active Neighbourhood boundary, the Stockport Metropolitan Borough Council news webpage and social media and billboards within the trial area. • Communication and consultation materials were available in a variety of accessible formats. Checks with local authority Equality or Community Officers should identify if there are any groups in their areas that have specific requirements e.g. alternative languages.
	Online consultation provides a useful resource for the public and stakeholders to safely participate in consultation activities. However, some groups could be excluded including those who do not have access to, or do not feel comfortable using computers or the internet.	<ul style="list-style-type: none"> • Paper versions of the questionnaire were made available for those who preferred this option and a freepost address was provided for return of questionnaire.

Consultation Element	Potential equality issues	Embedded mitigation or actions undertaken
	Some users may have specific accessibility requirements for taking part in online consultation.	<ul style="list-style-type: none"> Online consultation was hosted by AECOM using Askia Software. Askia is compliant with Web Content Accessibility Guidelines V2.1 AA standard and updated frequently. A link to the survey was provided on the Council's website. The Council has produced an Accessibility Statement to support users of it's website with accessibility requirements. https://www.stockport.gov.uk/accessibility-statement

- 4.8 Table 4-2 provides a breakdown of the demographics of consultation respondents compared to their representation in the study area as a whole. This shows that some demographics are under-represented when compared with the demographic profile of the study area overall. This includes typically hard to reach groups such as ethnic minority groups, disabled people and younger people. However, due to the large number of responses overall there is a significant number of responses from each of these groups.

Table 4-2 Breakdown of consultation respondents and study area profile

		Resident's Response	Study area
Age	18 to 34 (n=152)	18%	25.9%
	35-54 (n=410)	50%	39.2%
	55 and above (n=265)	32%	34.9%
Gender	Male (n=377)	48%	48.3%
	Female (n=414)	52%	51.7%
Ethnic Origin	White British (n=685)	88%	84.5%
	All other Ethnic Minorities (n=93)	12%	15.5%
Disability	Yes (n=107)	13%	17.4%
	No (n=691)	87%	82.6%

- 4.9 More detail on the consultation process and findings can be found in the Heaton Active Neighbourhood Consultation Report.

5. Assessment of impacts

Introduction

- 5.1 The assessment of impacts considers the actual and potential, direct and indirect positive and negative effects on protected characteristic groups associated with Heaton Chapel Active Neighbourhood. These protected characteristics are:
- **Age:** this refers to persons defined by either a particular age or a range of ages. This can include children (aged under 16), younger people (aged 16-24), older people or pensioners (i.e. those aged 65+), the elderly/very old (i.e. those aged 80+);
 - **Disability:** a disabled person is defined as someone who has a physical or mental impairment that has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. It can also include people who have progressive conditions such as HIV, cancer, or multiple sclerosis (MS) - even where someone is able to carry out day to day activities;
 - **Gender reassignment:** this refers to people who are proposing to undergo, are undergoing, or have undergone a process for the purpose of reassigning their gender identity;
 - **Pregnancy and maternity:** pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth;
 - **Race:** the Equality Act 2010 defines race as encompassing colour, nationality (including citizenship) and ethnic or national origins;
 - **Religion or belief:** religion means any religion a person follows. Belief means any religious or philosophical belief, and includes those people who have no formal religion or belief;
 - **Sex:** this refers to a man or to a woman or a group of people of the same sex, while gender refers to the wider social roles and relationships that structure men's and women's, boys' and girls' lives;
 - **Sexual orientation:** a person's sexual orientation relates to their emotional, physical and/or sexual attraction and the expression of that attraction.
- 5.2 The assessment considers both differential and disproportionate impacts on protected characteristic groups. A differential equality effect is one which affects members of a protected characteristic groups differently from the rest of the general population because of specific needs, or a recognised vulnerability or sensitivity associated with their protected characteristic.
- 5.3 A disproportionate equality effect arises when an impact has a proportionately greater effect on a protected characteristic group than on the general population overall at a particular location. In some cases, protected characteristic groups are subject to both differential and disproportionate equality effects. The EqIA considers impacts on groups of people and not those on specific individuals. The criteria used to determine differential or disproportionate impacts with respect to protected characteristics include where:
- an impact is predicted where protected characteristics groups make up a greater proportion of the affected resident population than their representation regionally or nationally;
 - people who share a protected characteristic form a disproportionately large number of those affected;
 - amongst the population affected by the proposals groups who share protected characteristics are particularly vulnerable or sensitive to a possible impact in relation to their specific protected characteristic;
 - the active neighbourhood proposals may either worsen or improve existing disadvantage affecting people who share a protected characteristic;
 - people with shared protected characteristics amongst the affected population may not have an equal share in the benefits arising from the active neighbourhood measures. This can be either due to direct or indirect discrimination or where the groups experience particular barriers to realising such benefits, unless suitable actions are proposed to overcome those barriers.

Potential positive impacts

Improved road safety for pedestrians and cyclists in the Active Neighbourhood

- 5.4 Road safety is a key issue for some protected characteristic groups. There were 5,200 child pedestrian casualties recorded in Great Britain in 2019, accounting for 23.9% of all pedestrian casualties²⁸. In particular children from deprived areas and certain ethnic groups are more at risk. According to the World Health Organisation²⁹, the relationship between speed and injury severity is particularly critical for pedestrians and cyclists. For example, pedestrians have been shown to have a 90% chance of survival when struck by a car travelling at 30km/h or below, but less than 50% chance of surviving an impact at 45km/h. Pedestrians have almost no chance of surviving an impact at 80km/h.
- 5.5 The Active Neighbourhood included measures to improve road safety including pedestrian crossings and 20mph zones. The introduction of pedestrian crossings increase road safety for vulnerable pedestrian groups, including children, the elderly and disabled people and are especially important in areas with high proportions of school children, such as Heaton Chapel, to ensure safety when travelling to school. Reducing traffic speeds through 20mph zones, not only reduces the risk of being killed or seriously injured but can generate calmer and quieter environments for pedestrians and cyclists.
- 5.6 These measures are therefore likely to have had a positive effect on protected characteristic groups including children, older people and disabled people. Children are likely to benefit in particular due to the high rate of children living in the area and the location of Broadstone Hall Primary School within the Active Neighbourhood.
- 5.7 Engagement with Broadstone Hall Primary School was undertaken at all stages of the trial period, including meetings with the headteacher and disseminating information to parents via the school's ParentMail service. Parents living both within and outside the trial area were invited to take part in consultation activities.
- 5.8 Findings from the consultation showed that 45% of people were supportive of pedestrian crossings and 76% were supportive of 20mph zones. In addition, 97 respondents thought that one way entry improved safety. Some respondents felt that crossing could be positioned in alternative locations and that cycling facilities could be further improved by extending links and creating segregated cycle paths. Some comments relating to safety aspects from the public include:

'I found that the trial enabled me to cross the road with confidence and felt safer allowing me to socialise with neighbours as am disabled and my mobility isn't good' – Resident aged 65-74 with mobility disability.

'Residential streets should be 20 miles an hour particularly as most of the routes have children walking to and from school' – Resident aged 35-44.

'The 20mph makes it much safer for children travelling to school. All the named streets become busy during school opening and closing times.' - Member of the public living outside the trial area aged 25-34.

- 5.9 The temporary nature of the trial meant that permanent enforcement measures for the 20mph zone were not possible to install. However, measures were put into place by the Council to try and enforce speed limits including speed indicator signs, mobile CCTV cars and traffic wardens. Should the Active Neighbourhood measures be made permanent then associated enforcement measures would also be permanent.

28 Department for Transport (2020) Reported road accidents, vehicles and casualties tables for Great Britain

29 WHO (2004) World Report on Road Traffic Injury Prevention
https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf#:~:text=Speed%20has%20been%20identified%20as%20a%20key%20risk,unsuitable%20for%20the%20prevailing%20road%20and%20traffic%20conditions.

- 5.10 It is recommended that development of Active Neighbourhood schemes continues to engage communities to identify and resolve safety issues. This could include working with partners such as Living Streets or Sustrans to undertake safety audits including in conjunction with local schools and community groups.

Improved air quality within the Active Neighbourhood

- 5.11 Children, older people, pregnant women and disabled people are more vulnerable to adverse health effects of transport-related emissions³⁰. In the case of disabled people, those with weak respiratory systems or suffering from health problems more generally associated with weaker lungs may be disproportionately impacted by traffic-related emissions. Pregnant women are vulnerable to the adverse effects of air pollution including an increasing risk of miscarriage (Leiser et al, 2019) as well premature births and low birth weights.
- 5.12 The implementation of Active Neighbourhood measures is likely to contribute to an overall reduction in traffic emissions in the area due to a reduction in car use and rat running. This could potentially provide benefits for the most vulnerable groups and reduce health inequalities exacerbated by air pollution, especially for those walking and cycling.
- 5.13 Air quality monitoring was undertaken within the Active Neighbourhood during the trial. The results of this monitoring will demonstrate the extent of the impact in the area. It is recommended that air quality monitoring of future schemes is also undertaken on roads surrounding the boundary. Air quality monitoring could also be done in conjunction with local schools or community groups to raise awareness, encourage community participation and promote benefits of the measures in reducing air pollution.

Increased active travel

- 5.14 The benefits of active travel include increased physical fitness, improved health and wellbeing and affordable means of accessing services such as education, employment, shopping and healthcare.
- 5.15 Many protected characteristic groups are less likely to have access to a car or have the ability to drive and are therefore more dependent on walking and cycling for their journeys. Improvements to transport infrastructure that make walking and cycling journeys easier, safer and more accessible are likely to have benefits for these groups through improved journeys.
- 5.16 Although Stockport has a lower-than-average prevalence of child obesity, the prevalence rate amongst Year 6 pupils is 18.3%³¹. Access to active travel and transport systems that encourage regular physical activity is an important factor in combating obesity as well as having beneficial impacts on mental health and wellbeing. The Heaton Chapel Active Neighbourhood has included measures to improve walking and cycling for children including those travelling to school. This could result in an increase in use of active travel modes resulting in health benefits through physical activity.
- 5.17 Cycling rates amongst disabled people are lower than those who are not disabled even though 65% of disabled cyclists use their cycle as a mobility aid, with the same proportion finding cycling easier than walking³². However, disabled cyclists cite inaccessible cycle infrastructure, cost of non-standard cycles and the inability to cycle in places where a mobility scooter would be allowed as the biggest barriers to cycling. The Active Neighbourhood includes infrastructure to allow disabled cyclists to access the cycle network and therefore has positive effects on this groups with regards to the health and accessibility benefits that cycling creates.

'This filter has made a route I regularly cycle so much more cycle-friendly. Quieter and feels safer - and as a disabled cyclist on a tricycle it is all accessible.' - Member of the public living within a mile of the trial area aged 65-74 with mobility disability (sensory disability other than visual).

³⁰ Halonen, J (2015). Road traffic noise is associated with increased cardiovascular morbidity and mortality and all – cause mortality in London. Available at: <https://academic.oup.com/eurheartj/article/36/39/2653/2398234>; Hjortebjerg, D., Anderson, A.M., Christensen, J.S., Kettel, M., Raaschou-Nielsen, O., Sunyer, J., Julvez, J., Fors, J. and Sorensen, M. (2015) 'Exposure to Road Traffic Noise and Behavioral Problems in 7-Year-Old Children: A Cohort Study' Environmental Health Perspectives, 124(2): 228-34; and Leiser, C, Hanson, H, Sawyer, K, Steenblik, J, Al-Dulaimi, R, Madsen, T, Gibbins, K, Hotaling, J, Oluseye Ibrahim, Y, VanDerslice, J & Fuller, M (2019) Acute effects of air pollutants on spontaneous pregnancy loss: a casecrossover study, Fertility and Sterility, Volume 111, Issue 2, 2019, Pages 341- 347,

³¹ Office for Health Improvement and Disparities (2022) Local Health Profiles <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/8000073/pat/6/par/E12000002/ati/201/are/E08000007/yr/3/cid/4/tbm/1>

³² Wheels for Wellbeing (2022). Available at: <https://wheelsforwellbeing.org.uk/>

Increased public open space

- 5.18 Open spaces and public realm offer opportunities for active and passive recreation, places to meet, and can help to improve health, wellbeing, and community cohesion³³. Safe and accessible spaces should cater to the needs of all people, and provide places where people of different ages, sexes, ethnicities, and abilities can all enjoy together.
- 5.19 The Covid-19 pandemic has revealed the need for public or shared spaces, such as spaces for social interaction and open green spaces, especially in those areas that are densely populated and where households may not have their own backyards or gardens.
- 5.20 Several vulnerable groups, including older people and those from low-income communities, may rely on various public and open spaces to be able to have social interactions, exercise or enjoy solitude. The ability to engage in such activities can have positive impacts on the health and wellbeing of people from these groups.
- 5.21 The Heaton Chapel Active Neighbourhood included the provision of a pocket park. However, this was removed in October 2021 due to reports of anti-social behaviour and despite the local Police Support Community Officers (PCSO) being contacted to make sure that the pocket park was on their regular patrol. It is acknowledged by the Council that further engagement with the Council's Neighbourhood Team would have helped to understand issues in the area prior to installing the Pocket Park.
- 5.22 It is recommended that future work on pocket parks should involve profiling areas and further community engagement with both the Council's Neighbourhoods team and target groups prior to implementation. Engagement with local schools, community groups or local businesses would identify priority needs and the most appropriate locations. This could help to install a greater sense of community ownership and potentially reduce risk of anti-social behaviour or mis-use of pocket park facilities.

Opportunities for increased community cohesion

- 5.23 To ensure healthy communities which are functional, safe, and enjoyable places to live and work, it is important to promote community cohesion and good relations between different groups. Encouraging civic engagement and ensuring dialogue with all people in the community; particularly those belonging to protected characteristic groups, is an important step in working towards community cohesion. For people belonging to protected characteristic groups, their feelings of a lack of cohesion (or exclusion) may be more acute than those of other people.
- 5.24 The implementation of the Active Neighbourhood involved extensive community consultation and engagement prior to the Heaton Chapel areas being selected. Engagement has been undertaken with a range of organisations and community groups representing protected characteristic groups prior to, during and after the trial. A non-statutory consultation was held in January and February 2022 to enable organisations, residents and other members of the public to provide feedback on the measures. This was designed to be as inclusive as possible and received over 800 responses. Diversity monitoring was undertaken to ensure protected characteristic groups were fairly represented.

Potential negative impacts

Potential displacement of traffic to peripheral roads

- 5.25 The scheme included modal filters designed to minimise rat-running through residential streets and filter traffic along main road routes. Whilst this presents potential benefits of reduced traffic flow within residential neighbourhoods contained within the Active Neighbourhood boundary, there is the potential for the displacement of vehicle traffic and consequently the increase of traffic on roads outside of the Active Neighbourhood area.
- 5.26 This increase of traffic on roads can potentially result in increased air pollution, safety risks and accessibility issues for residents living along roads with increased traffic flows. This could potentially have

³³Dobson et al (2019) Space to thrive A rapid evidence review of the benefits of parks and green spaces for people and communities

https://www.heritagefund.org.uk/sites/default/files/media/attachments/Space%20to%20thrive_2019-A%20rapid%20evidence%20review%2014102019-accessible.pdf

a negative impact on those groups who are more vulnerable to the adverse effects of traffic related emissions. This includes including children, the elderly, disabled people and pregnant women.

- 5.27 In the case of the Heaton Chapel Active Neighbourhood, feedback from consultation reported that twice as many respondents opposed making the modal filters permanent compared to those who were in support, including 204 respondents who agreed that modal filters displace traffic onto other roads.
- 5.28 Consultation further revealed that the modal filter on Bollington Road resulted in traffic redirecting to Broadstone road on which pupils from Broadstone Hall Primary School are frequent active travellers. The increased traffic flows in close proximity to the school could potentially hinder children's safety, especially at peak times such as school run.
- 5.29 Aside from consultation feedback there is no evidence that traffic has been displaced to periphery roads. A manual traffic count conducted on one of the junctions bordering the trial area revealed no indication of additional queueing or traffic flow, other than when isolated accidents occurred elsewhere in Stockport's road network. Therefore the assessment has been based on assumptions of potential impacts and consultation feedback alone.
- 5.30 It is recommended for future trials or implementation of Active Neighbourhoods that the Council should install Automatic Traffic Counters (ATCs) on roads outside of the Active Neighbourhood boundary to identify any increases in traffic. The results of this could then be used to develop appropriate mitigation to minimise impacts in surrounding areas.

'Blocking Roads with filters does not solve any 'perceived' problems, it merely displaces traffic and leads to higher levels of pollution on those roads the displaced traffic is forced onto' – Local Resident.

***'This modal filter had no significant benefit to the area and caused an increase in traffic to the surrounding roads and longer journey times in the Heaton Chapel area.'* – Resident aged 34-44.**

***'I worry for the safety of the residents. Lots of traffic being redirected onto Broadstone Road, lots more traffic around Broadstone school which I feel is more dangerous for children and parents going to the school.'* – Resident aged 25-34 with mental ill health.**

***'They cause more traffic down other roads. It is shocking and dangerous for children etc.'* – Resident aged 25-34.**

***'The traffic has simply been re-routed, particularly at school drop off/pick up times.'* – Resident aged 45-54.**

Potential access issues for emergency service vehicles

- 5.31 The implementation of modal filters as part of the Active Neighbourhood could potentially have issues on emergency vehicles trying to access households within the area. Difficulties in access could in turn cause delays to response times which could disproportionately affect those who may require more support from emergency services including older people, households with children, pregnant women and disabled people.
- 5.32 To minimise impact on emergency vehicles the Council engaged with emergency services prior to the implementation of the modal filters. Emergency service access was maintained throughout. The Council continued to liaise with emergency services throughout the trial period and no issues were reported. However, following the end of trial, North West Ambulance Service (NWAS) reported five instances where delays were incurred as a result of the measures, two of which were deemed significant by NWAS. However, it was confirmed that there was no harm to patients as a result of the delays. The formal response to the consultation from NWAS is shown in Appendix A.

- 5.33 Consultation feedback includes 100 comments from members of the public stating that the modal filters resulted in difficulties for emergency vehicle access, including the following:

'They block 999 services putting residents at risk. They create a longer go around time not just for cars but 999 services.' – Resident aged 55-64.

'We've had ambulances / taxi drivers / police all driving around lost and not able to get where they need to be.' – Resident aged 35-44.

'It has also caused great difficulty for ambulances to get to the blocked side roads such as Grasmere Avenue, Bowness Avenue etc.' – Resident aged 25-34.

'This filter blocked ambulances. One elderly resident has moved out of Bollington Road as she felt unsafe knowing ambulances couldn't get to her.' – Resident aged 45-54 with day-to-day activities limited a little.

- 5.34 The number of responses in relation to the number and severity of reported issues shows that the issue of priority concern to residents. The Council engaged closely with NWAS before and during the trial but it is recommended that further engagement with the emergency services is undertaken to identify ways in which to report and resolve issues in the future. NWAS have stated in their response to the consultation that they will be looking into how consultation with councils can be improved to avoid delay issues in the future. It is also acknowledged by NWAS that only permanent measures are logged onto vehicle GPS and therefore the impact of delays should be minimised where measures are made permanent.
- 5.35 The emergency services could also be asked to provide their support for the scheme with regards to the safety benefits and also to reassure local residents including those with protected characteristics who are most vulnerable. Further reassurance could be offered by providing residents with information on existing and new response times.

Potential for increased parking on neighbouring roads

- 5.36 While modal filters minimise rat-running down residential streets, they can also displace parking including parents dropping off and picking up children from school.
- 5.37 This can have a negative impact on residents living in nearby roads for which increased parking could be an issue, for example through blocked driveways, engines left idling and increased traffic flows. In particular those who are less mobile and rely on private vehicles (elderly and disabled people) may experience particularly negative effects if they are unable to exit or access their driveways due to parked cars. It could also cause potential safety issues for pedestrians, especially children and older people.
- 5.38 Feedback from the Heaton Chapel consultation identifies that 108 people reported negative impacts on local residents relating to parking issues.

'As a disabled person who attends frequent hospital/doctor appointments it is essential that I and my husband be able to get on or off our drive at any given time.' – Resident aged 55-64 with mobility disability.

'There are always cars parking across our drive and my wife is disabled and at time can't get on or off our drive.' – Resident aged 65-74 with mobility disability.

'Cars and vans constantly parked outside my drive to deliver to residents on Christleton Avenue. People parked their cars against the road block and opposite my house so that we struggled to get off our drive.' – Resident aged 55-64 with limiting illness and reliance on car travel.

- 5.39 The Active Neighbourhood measures were implemented on a trial basis which meant that associated permanent enforcement measures were not possible to install. However, temporary measures were put into place including traffic cones and traffic wardens. Should the Active Neighbourhood measures be made permanent then associated enforcement measures would also be permanent and include double

yellow lines and no waiting signs. This would help to resolve some of the issues regarding illegal or inconsiderate parking.

Longer car journey times resulting in potential social isolation and air pollution effects

- 5.40 Feedback from consultation includes 25 comments from residents and members of the public stating that longer journey times for motor vehicles associated with the Active Neighbourhood have resulted in fewer or shorter social interactions with the family members. In particular, this has affected older people and disabled people with limited mobility who depend on visits from family members. This could ultimately increase feelings of isolation amongst elderly and disabled people affected.

'During the trial I found it difficult to visit my family and they were unable to visit me as regularly as they normally would because their travel times were negatively affected and they couldn't spend as much time with me as normal...I found the entire experience very disturbing because of the increased isolation it caused me.' - A pensioner living just outside the trial area.

'My elderly disabled parents live in Heaton Chapel as does my vulnerable son. These restrictions have caused me extra time on my journey, that I can ill afford when trying to care for all three from the other side of Stockport.' – Member of the public living outside the trial area aged 55-64.

- 5.41 Feedback from consultation also included residents who had difficulty in getting dropped off or picked up by taxis or that taxi fares had increased for some of their journeys as a result of the measures. Difficulties with accessing taxis services or increased fares are likely to impact on those without access to a car but dependent on vehicles to access key services such education, health appointments, shopping or socialising. This includes disabled people and older people.

'Cost over £3 per trip extra to drop my disabled child off at school via taxi That's £30 a week extra' Resident and parent of child attending Broadstone Hall Primary school

'Twice I had to walk to the bottom of Bollington as my taxis couldn't get to my house for a medical appointment' - aged 75+ no health issues

'My grandmother is 94 and relies on taxis to get here, we struggled to get one to come a couple of times and one dropped her off at the end of the street because they couldn't figure out the way around' - Resident

- 5.42 Although there is an expectation that air quality would be improved due to a reduction in traffic there is the potential for longer journeys as a result of modal filters displace traffic. This could in turn result in increased congestion and elongated journey times for some journeys resulting in worsened air quality in some locations. This could potentially have a negative effect on those who are more vulnerable to the adverse health effects of traffic related emissions. This includes children, older people, pregnant women and disabled people.

- 5.43 There is no evidence by way of traffic survey data to understand how journeys have altered. Air quality monitoring has been undertaken and the results have yet to be analysed. However, consultation feedback revealed that 110 respondents reported opinions of increasing air and noise pollution because of modal filters. Further, many comments from residents were relating to their concerns that air pollution is worsening rather than improving.

***'I have had to go on elongated routes to drive to work which causes more pollution at street level and adds to congestion on the roads.'* – Resident aged 35-44.**

***'Traffic around our property has significantly increased the pollution coming into our home, noise and reduced privacy.'* – Resident aged 35-44 with mobility disability.**

***'Air pollution will be massively affected for local residents, specifically children walking to school.'* – Resident aged 45-54.**

***'The planters increased the traffic outside of the school, as traffic from all the side streets was directed that way, causing more air pollution for our children attending.'* – Member of the public living within a mile of the trial area aged 25-34.**

***'It increased the time it took me to travel in the area, thus increased pollution'* – Resident aged 45-54.**

***'Increasing traffic congestion creating more pollution. Lots of people cannot walk or cycle, not due to choice but due to other reasons such as work, walking longer distances with children, disabilities etc'* – Resident aged 25-34.**

- 5.44 The Council added modal filters to Google map services to provide accurate route calculations. However, not all mapping services enabled this function. In the case of a permanent scheme, the necessary satellite navigation systems would be updated and this would minimise the risk of delay.
- 5.45 Traffic and air quality monitoring has been undertaken as part of the trial within the Active Neighbourhood. It is recommended that monitoring is also undertaken within Active Neighbourhoods surrounding the boundary to monitor the impact of the scheme on air quality and traffic. Additional traffic surveys could be undertaken to understand the impact on a sample of households with regards to re-routing of journeys.
- 5.46 Further engagement with taxi companies in the area, prior to and during the implementation of measures could also help to ensure that drivers are aware of the changes and minimise impacts on passengers.

Summary of impacts

- 5.47 Table 5-1 provides a summary of impacts as described above. This provides an assessment of groups with protected characteristics who are likely to be disproportionately or differentially affected by each of the impacts.
- 5.48 The table also provides a brief overview of mitigation or actions implemented by the Council to minimise adverse impacts during the trial. Further high level recommendations have been made for actions to reduce adverse effects further and also enhance opportunities resulting from beneficial impacts.

Table 5-1 Impacts summary table

Potential Impacts	Relevant measure	Affected protected characteristic groups										Overview of potential equality effects	Embedded mitigation	Further recommendations for future trials/permanent measures
		Age			Sex	Ethnicity –(BAME)	Religion	Disability	Gender reassignment	Sexual Orientation	Pregnancy/ Maternity			
		Children	Young People	Older People										
Positive Impacts														
<i>Improved road safety for pedestrians and cyclists in the Active Neighbourhood</i>	Pedestrian crossing/ 20mph zone	✓	✓	✓				✓				The pedestrian crossing and 20mph speed limit ensure the safety of vulnerable pedestrians (children, elderly, disabled) when crossing main roads and walking to destinations (school, shops, doctors' appointments etc).	Enforcement of the 20mph zone included a speed indicator sign, CCTV enforcement vehicle and parking enforcement officer. However, the frequency of such mitigation varied.	It is recommended that development of Active Neighbourhood schemes continues to engage communities to identify and resolves safety issues. This could include working with partners such as Living Streets or Sustrans to undertaken safety audits including in conjunction with local schools and community groups Ensure appropriate enforcement in place to encourage road users to comply with the new speed limits and take caution when sharing space with pedestrians.
<i>Improved air quality within the Active Neighbourhood</i>	Modal filters	✓	✓	✓				✓			✓	Improved air quality would benefit protected characteristic groups most vulnerable to pollution-related illness (children, elderly, disabled and pregnant women).	Air quality monitoring has been undertaken within the Active Neighbourhood boundary for a 6-month period during and post-trial.	Air quality monitoring to be undertaken prior to implementation of Active Neighbourhood and include roads outside of the Active Neighbourhood boundary. Air quality monitoring could also be done in conjunction with local schools or community groups to raise awareness, encourage community

Potential Impacts	Relevant measure	Affected protected characteristic groups										Overview of potential equality effects	Embedded mitigation	Further recommendations for future trials/permanent measures
		Age			Sex	Ethnicity –(BAME)	Religion	Disability	Gender reassignment	Sexual Orientation	Pregnancy/ Maternity			
		Children	Young People	Older People										
														participation and promote benefits of the measures in reducing air pollution.
<i>Increased active travel</i>	Modal filters	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	New accessible infrastructure has the potential to increase accessibility of walking and cycling routes, especially for populations with specific mobility needs. For example, adapted bike gates for disabled tricycles would provide inclusive access for disabled populations.	Gates made accessible for disabled users.	Ensure all active travel infrastructure and access points are adapted for all disability needs (e.g. bike gates and bus infrastructure).
<i>Increased public open space</i>	Pocket Park			✓								Elderly and low-income residents may utilise open public spaces for social outreach and improved health and wellbeing.	Request for PCSO to patrol the area at night after reports of anti-social behaviour.	Increased engagement with the local community groups and Council's Neighbourhood team help to understand priority needs and the most appropriate locations. This could help to install a greater sense of community ownership and potentially reduce risk of anti-social behaviour or mis-use of pocket park facilities.

Potential Impacts	Relevant measure	Affected protected characteristic groups										Overview of potential equality effects	Embedded mitigation	Further recommendations for future trials/permanent measures
		Age			Sex	Ethnicity –(BAME)	Religion	Disability	Gender reassignment	Sexual Orientation	Pregnancy/ Maternity			
		Children	Young People	Older People										
<i>Opportunities for increased community cohesion</i>	All	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	People of protected characteristics could experience increased feelings of community cohesion through representation in consultation activities.	Engagement with community groups and organisations prior to and during the trial period. Non-statutory consultation undertaken post-trial.	Continued engagement with relevant Council departments, emergency services, community groups and local residents.
Negative Impacts														
<i>Potential displacement of traffic to peripheral roads</i>	<i>Modal filters</i>	✓	✓	✓				✓				The health and safety of groups vulnerable to traffic-related casualties and pollution (children, elderly and disabled) is hindered by increased traffic flows.	A manual traffic count conducted on a junction bordering the trial area indicated that traffic flow experienced little change throughout the trial period.	Automatic traffic counters (ATCs) implemented across internal and peripheral roads would help to identify the extent to which traffic is displaced.
<i>Potential access issues for emergency service vehicles</i>	<i>Modal filters</i>			✓				✓				Emergency services could be delayed by new routes and increased journey times via main road congestion. This delays responses to emergencies and create concern for medically vulnerable groups (elderly and disabled).	The emergency services were notified at every stage of the trial. No comments were received until the post-trial period when NWAS responded to formal consultation(see Appendix A)	Permanent measures would be logged on to NWAS GPS system and therefore risks of delay minimised. However, further trials and permanent schemes require improved engagement with NWAS.

Potential Impacts	Relevant measure	Affected protected characteristic groups										Overview of potential equality effects	Embedded mitigation	Further recommendations for future trials/permanent measures
		Age			Sex	Ethnicity –(BAME)	Religion	Disability	Gender reassignment	Sexual Orientation	Pregnancy/ Maternity			
		Children	Young People	Older People										
Potential for increased parking on neighbouring roads	Modal filter			✓				✓				Displaced car parking and increased congestion along residential side roads can disrupt the daily routines, needs and accessibility for residents; especially less mobile elderly and disabled residents who require ease of access to their driveways.	Temporary enforcement measures included no waiting traffic cones and traffic wardens when available.	Permanent schemes will involve the implementation of supporting measures such as double yellow lines along residential roads. This should help to minimise risk of illegal or inconsiderate parking. However, further trials will require consideration of appropriate enforcement measures to prevent parking issues.
Longer car journey times resulting in potential social isolation and air pollution effects	Modal filters/One way	✓	✓	✓				✓			✓	Time poverty due to increased journey times could influence less regular and shortened family visits for elderly or disabled residents who are less mobile. While displaced air pollution increases health risks for groups vulnerable to pollution-related illness (children, elderly, disabled and pregnant women).	There is no specific data recording longer journey times. The council updated Google maps with the temporary measures to try and make planning of journeys and estimated journey times more accurate.	Permanent measures would be recorded on satellite navigation system and therefore risks of delays or longer journey times would be minimised. Traffic surveys could be undertaken to understand the impact on a sample of households with regards to re-routing of journeys. Air quality monitoring within and outside the permanent active neighbourhood boundary should be undertaken to identify impacts of diverted journeys on local air quality levels.

6. Conclusions and recommendations

Conclusions

- 6.1 The implementation of Active Neighbourhoods can contribute to reduced car use and rat running through residential areas. The assessment of the Heaton Chapel Active Neighbourhood trial has identified a number of potential positive equality effects on groups with protected characteristics. These include:
- **Increased road safety for pedestrians and cyclists**, especially those who are most at risk of injury including children, older people and disabled people;
 - **Improved air quality** due to reduced traffic level in the Active Neighbourhood area. This is especially important to those who are more vulnerable to the effects of air pollution such as children, older people and people with certain disabilities.
 - **Increased active travel** due to quieter road and improved facilities. This is of benefit to those who are less likely to have access to a car and more likely to rely on walking and cycling for journeys such as children, young people, women and older people. Accessible infrastructure has ensured inclusive access for disabled cyclists.
 - **Increased public open space** – the creation of the pocket park provided an opportunity for those who may rely on public and open spaces to be able to have social interactions, exercise or enjoy solitude. This includes children, young people, older people and those from low-income communities,. The ability to engage in such activities can have positive impacts on the health and wellbeing of people from these groups.
 - **Opportunities for increased community cohesion** - The implementation of the Active Neighbourhood trial involved extensive community consultation and engagement by the Council prior to the Heaton Chapel areas being selected. Engagement and consultation has been undertaken with a range of organisations and community groups representing protected characteristic groups prior to, during and after the trial. Non-statutory consultation has been independently carried out and has been inclusive with diversity monitoring of respondents.
- 6.2 However, the assessment of the Heaton Chapel Active Neighbourhood trial also identified some potential negative impacts which could have a differential effect on protected characteristic groups. These include:
- **Potential displacement of traffic** on to neighbouring roads – this could have an adverse effect on neighbouring areas where residents could be vulnerable to worsened air quality or road safety issues due to their protected characteristics.
 - **Potential delays to emergency service vehicles** – NWAS identified five cases of ambulances delayed in reaching patients of which two were significant, although no patients came to harm from the delays. Delays to emergency services could disproportionately affect those who may require more support from emergency services including older people, households with children, pregnant women and disabled people.
 - **Potential for increased parking on neighbouring roads** - Displaced car parking and increased congestion along neighbouring roads can disrupt the daily routines, needs and accessibility for residents; especially elderly and disabled residents who rely on private vehicles and require ease of access to their driveways.
 - **Longer car journey times** - resulting in potential social isolation and air pollution effects. For example, some residents reported that they have less time with elderly or disabled family members due to longer motor vehicle travel times.
- 6.3 Many of the adverse effects noted above are due to the temporary nature of the Heaton Chapel Active Neighbourhood trial and the inability to implement permanent complementary enforcement measures or to update satellite navigation systems. For example, should a permanent Active Neighbourhood be implemented then it likely that measures such as double yellow lines would help to alleviate issues around illegal or inconsiderate parking on neighbouring roads. Satellite navigate systems are not updated to reflect temporary measures and as such this has an effect on emergency services, taxi services and local

residents using GPS for their journeys. Permanent measures would be logged onto GPS systems and therefore the risk of delayed journeys would be minimised.

- 6.4 The Council has attempted to minimise issues through temporary enforcement measures and continued engagement with NWAS. It has also logged the trial measures on to Google maps in order to help drivers undertake their journeys.

Recommendations

- 6.5 The key issues identified through this EqlA for different groups with protected characteristics are summarised alongside provisional high-level recommendations in Table 5-1. Recommendations for enhancing the benefits and minimising adverse equality effects of future Active Neighbourhood schemes are as follows:
- The Council has engaged with a wide range of community groups and relevant organisations. It is recommended that development of Active Neighbourhood schemes continues to engage communities to identify and resolve safety issues and promote and encourage active travel. This could include working with partners such as Living Streets or Sustrans to undertake safety audits including in conjunction with local schools and community groups.
 - Air quality monitoring was undertaken within the Active Neighbourhood during the trial. The results of this monitoring will demonstrate the extent of the impact within the area. It is also recommended that air quality monitoring of future schemes is undertaken on roads surrounding the boundary. Air quality monitoring could also be undertaken in conjunction with local schools or community groups to raise awareness, encourage community participation and promote benefits of the measures in reducing air pollution.
 - Future work to identify locations for pocket parks should involve profiling areas and further engagement with both the Council's Neighbourhoods Team and target groups prior to implementation. Engagement with local schools, community groups or local businesses would also identify priority needs and the most appropriate locations. This could help to install a greater sense of community ownership and potentially reduce risk of anti-social behaviour or mis-use of pocket park facilities.
 - Aside from consultation feedback there is no evidence that traffic has been displaced to periphery roads. A manual traffic count conducted on one of the junctions bordering the trial area revealed no indication of additional queueing or traffic flow, other than when isolated accidents occurred elsewhere in Stockport's road network. Therefore the assessment has been based on assumptions of potential impacts and consultation feedback alone. It is recommended for future trials or implementation of Active Neighbourhoods that the Council should install Automatic Traffic Counters (ATCs) on roads outside of the Active Neighbourhood boundary to identify any increases in traffic. Additional traffic surveys could be undertaken to understand the impact on a sample of households with regards to re-routing of journeys. The results of this could then be used to develop appropriate mitigation to minimise impacts in surrounding areas.
 - The Council engaged closely with NWAS before and during the trial but it is recommended that further engagement with the emergency services is undertaken to identify ways in which to report and resolve issues in the future. NWAS have stated in their response to the consultation that they will be looking into how consultation with councils can be improved to avoid delay issues in the future.
 - It is recommended that EqlAs are undertaken for the implementation of individual permanent Active Neighbourhood schemes going forward. This should be undertaken prior to implementation and updated and monitored post-implementation. The findings of the EqlA should contribute to the development of appropriate measures for the area in which the Active Neighbourhood is located.

Appendix A – NWS Formal response to Active Heaton's Consultation



OUR SERVICES
Urgent and Emergency Care
Patient Transport Service
NHS 111

NHS
North West
Ambulance Service
NHS Trust



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Active Heaton's Consultation

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11 February 2022

Dear All,

NWAS FORMAL RESPONSE TO ACTIVE HEATONS CONSULTATION

Thank you for giving us the opportunity to expressing our views on the road traffic calming measures within the Heaton's area of Stockport.

Our local operational team has looked into the delays reported to us by local residents, and at the extensive plans, maps etc contained within your consultation document, and has asked me to formally respond on their behalf.

Regarding the delays reported by residents, for nine of these, there was sufficient information for us to track the ambulance journey in real time and out of these nine, we can confirm that five resulted in delays in reaching our patients. These are as follows:

- 2 delays at Halesden Road (3.24 minutes and 2.18 minutes)
- 2 delays at Broadstone Hall South (1.06 minutes & 5.37 minutes)
- 1 delay at Bollington Road 6.5 minutes

We are not aware of any patients coming to any harm as a result of those delays but in the event of a life-threatening situation every minute counts and at least two of the delays – the 5 mins 37 seconds and 6 minutes and 5 seconds, are significant.

It is the view of the operational team that no through roads for Bollington Road and Halesden Road would be a concern to us, given the delays we have uncovered.

HEADQUARTERS: Ladybridge Hall, 399 Chorley New Road, Bolton, BL1 5DD
CHAIRMAN: Peter White
CHIEF EXECUTIVE: Daren Mochrie QAM, MBA, Dip IMC RCSEd, MCPara

**DELIVERING THE RIGHT CARE,
IN THE RIGHT TIME,
AT THE RIGHT PLACE;
EVERY TIME.**

With regard to the proposals for the Heaton's to Stockport walking and cycling route – prohibitive vehicle access could result in difficulties accessing properties in a timely manner, however the view is that vehicle access via Sutton Road would minimise that risk.

It is important to note that while every effort is made by the trust to alert crews to any road closures, it is not uncommon for crews out of area to attend incidents and we can only flag access issues to specific addresses. We also use private providers for lower acuity calls who may not be party to changes in infrastructure. Our GPS system does allow for updates but these can be complex and considering the sheer number of temporary installations throughout the whole of the North West region, would be difficult to keep track of and remove, once works or testing is complete. To that end, only permanent changes are logged on the system.

Of course, we are always keen to see measures which can make our roads safer for the public, we know first hand the injuries and devastation caused by road collisions but we must also factor in how quickly we can attend to patients who need us in a matter of minutes.

We are looking into how consultation with agencies such as councils and highways can be improved so we can avoid issues such as those we have seen in the Heaton's.

Thank you again for the opportunity to put forward our views and please do not hesitate to contact us should you require any further discussion or clarification.

Please note, that should any local residents request information regarding our feedback for this consultation, under the Freedom of Information Act, we would be obliged to share this letter.

Yours sincerely



DAN SMITH
Interim Head of Service for Greater Manchester
Consultant Paramedic

aecom.com