

Section 1 – Initial Screening

a	Name proposal. <i>If a policy, list any associated policies</i>	Active Travel Implementation Plan
b	Type of proposal:	Implementation Plan
c	Name of department:	Transport
d	Lead Officer:	Mark Lynam
e	Date of EIA:	28/04/20
f	Names of those involved in the EIA (Should include at least two other people):	Jenny Holmes, Pete Zanzottera

g. Summary of the aims and objectives of the proposal – if this is an existing policy please state the current aims and objectives.

The Active Travel Implementation Plan (ATIP) sets out the priorities for investment in active travel between now and 2040. In delivering the full plan the region aims to deliver an increase in walking and cycling across the region and to realise additional benefits in the form of improved health and a contribution to reducing air pollution.

h. What are the proposed changes (if an existing policy/funding activity/event)?

The ATIP shifts from passive language used in previous plans and strategies and adopts a more proactive approach to project delivery. The ATIP sets out to enable more people to cycle and walk (including those who use mobility aids and adapted cycles). The ATIP also commits to providing accessible infrastructure to a high standard of design. This will enable anyone who would like to, the opportunity to use infrastructure provided as part of this plan.

i. Why is this being proposed (eg, policy, deliverables, changes to systems/processes)?

The ATIP is being proposed as a means of delivering the walking and cycling elements of the SCR Transport Strategy. The Implementation Plan contains the locations and interventions required to achieve a 350% increase in cycling and 21% increase in walking, the two measures of success outlined in the Transport Strategy. Active Travel has its own Programme Board, and the Commissioner has an Advisory Board who will oversee programme delivery, through MCA governance processes.

j. What equality information is available? Include any engagement undertaken and identify any information gaps you are aware of.

The development of the ATIP has been undertaken in partnership with Local Authority Leaders, Public Health and Transport Managers. Engagement with highways planners has also taken place to discuss the design standards and to try and embed new ways of thinking about accessibility planning. Health analysis has included looking at Superoutput data. Engagement with external organisations who work in sustainable travel has been undertaken and the Active Travel Advisory Board, which includes representatives from health, active travel and education have also shaped the development of this plan.

Public consultation has been undertaken on the current state of active travel infrastructure available for use across the region. This feedback has been incorporated in the plan and forms the baseline for future interventions. The plan covers capital and revenue activities with the intention that there will be more targeting revenue activities to support communities to participate in active travel and in future years co design low traffic neighbourhoods.

k. What are the arrangements for monitoring and reviewing the actual impact of the proposal?

The plan includes a logic map which outlines the outputs, outcomes and impacts of the programme. However, the Active Travel Commissioner will oversee the procurement of a monitoring and evaluation package from an external contractor. This will include annual statements of outputs and analysis of the impact.

l. Will this proposal affect people with protected characteristics and, if so, in which group?

Characteristic	Impact Level	State any evidence you have, and explain what you feel the impact may be
Age	Positive	Evidence shows that older people and women are dissuaded from cycling due to safety concerns. The provision of segregated cycling infrastructure could offer reassurance around the safety of taking up cycling, by offering protection from traffic. Similarly, parents of young children may feel more confident cycling with their children if they can do so away from traffic.

Disability	Positive	One of the Commissioners pledges is to provide accessible infrastructure that enables people with disabilities to also engage in active travel. The current active travel network does not provide a consistent offer when it comes to infrastructure. This restricts the access to large parts of the network for people living with a disability. Delivery of the ATIP will lead to a more inclusive active travel network.
Gender reassignment	None	Click or tap here to enter text.
Marriage/Civil Partnership	None	Click or tap here to enter text.
Pregnancy/Maternity	Positive	The impact of air pollution (PMs and NO ₂) on human health is profound. These pollutants have a negative impact on children in the womb as well as the mother. By creating low traffic neighbourhoods as proposed in the ATIP this will create spaces that reduce direct exposure to pollutants from vehicles.
Race	None	Click or tap here to enter text.
Religion/Belief	None	Click or tap here to enter text.
Sex	None	Currently there is a gender imbalance in active travel, however the plan is designed to broaden access and improve safety

		which has proven to improve the gender balance.
Sexual Orientation	None	Click or tap here to enter text.

m. Is a full EIA required?	No - there are no foreseen negative impacts - GO TO SECTION 4
-----------------------------------	---

EIA Summary – please provide a summary of the outcome here:			
Click or tap here to enter text.			
Level of negative impact (please tick one):	<input type="checkbox"/> High	<input type="checkbox"/> Medium	<input type="checkbox"/> Low

Lead Officer Name: _____

Lead Office Signature: _____

Date: _____