

## Appendix C

# Equality Impact Assessment Form

Before completing this form, please refer to [the supporting guidance document](#)

The purpose of this form is to aid the Council in meeting the requirements of the Public Sector Equality Duty contained in the Equality Act 2010. This requires the Council to have “due regard” of the impact of its actions on the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not.

The assessment is used to identify and record any concerns and potential risks. The following actions can then be taken to address these issues.

- Remove risks: abandon the proposed policy or practice
- Mitigate risks – amend the proposed policy or practice so that risks are reduced
- Justify policy or practice in terms of other objectives

1- Policy details	
<b>Name of policy</b>	Leicestershire Highway Design Guide (LHDG) Refresh
<b>Department and service</b>	Department: Environment and Transport Branch: Development and Growth Service Area: Highways and Transport Commissioning Team: Transport Strategy and Policy (TSaP)

## Background, Evidence Gathering and Engagement

<p><b>Who has been involved in completing the Equality Impact Assessment?</b></p>	<p>Lynne Stinson Head of Service, Highways and Transport Commissioning <a href="mailto:Lynne.Stinson@leics.gov.uk">Lynne.Stinson@leics.gov.uk</a></p>
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<p><b>2- Objectives and background of policy or practice change</b> Use this section to describe the policy or practice change. What is the purpose, expected outcomes and rationale? Include the background information and context</p>	
<p><b>What is the proposal?</b></p>	<p>Leicestershire County Council (LCC) is undertaking a review and update of the Leicestershire Highway Design Guide (LHDG). The LHDG provides guidance regarding highways and transportation infrastructure for new developments in areas for which LCC is the Local Highway Authority.</p> <p>The principal intention of the LHDG is to ensure a consistent approach to development across Leicestershire. It also provides the basis for LCC’s highway observations as a statutory consultee to planning applications.</p> <p>The LHDG supports this ambition through the provision of guidance on the design of highway that forms part of new development.</p>
<p><b>What change and impact is intended by the proposal?</b></p> <p><b>What is the rationale for this proposal?</b></p>	<p>A change in emphasis in the latest National Planning Policy Framework (NPPF), requires that all planning authorities create design guides consistent with the National Design Guide and National Model Design Code.</p> <p>A comprehensive refresh of the LHDG would enable an alignment to the latest national and local legislation, policies and guidance and corporate objectives. Other departmental policies, challenges and opportunities should be considered alongside the long-term maintenance implications.</p>

This refresh ensures that LCC as the Local Highway Authority, can effectively fulfil its duty of care to maintain the safety and functionality of highways through highway development management.

The LHDG also has an expanding role in responding to issues faced relating to the requirements of growth that supports economic stability, health and wellbeing of communities and climate change.

The beneficiaries of the LHDG include all users of the highway in Leicestershire, including pedestrians, cyclists, drivers, passenger transport users, residents, businesses, and visitors.

The national and local policies, plans and guidance that have driven the refresh include:

- National Planning Policy Framework (NPPF),
- Local Plans (all local district councils and Leicester City Council),
- Cycling and Walking Investment Strategy,
- Decarbonisation Plan,
- Strategic Growth Plan,
- Leicester and Leicestershire Strategic Transport Priorities,
- Strategic Plan (2022-26),
- Environment Strategy,
- Local Transport Plan,
- Highway Asset Management Policy and Highway Asset Management Strategy,

## Background, Evidence Gathering and Engagement

- Flood Risk Management Strategy,
- Passenger Transport Policy and Strategy (PTPS),
- Cycling and Walking Strategy (CaWS),
- Network Management Policy and Strategy (NMPS),
- Road Safety Strategy,
- Joint Health and Wellbeing Strategy,
- Manual for Streets and National Model Design Code,
- Construction Industry Research and Information Association CIRIA's Manual for Sustainable Drainage Systems (SuDS).

The Equality and Human Rights Impact Assessment (EHRIA) Screening Report (2022) identified that the impact of the refreshed LHDG could be neutral but that further detailed work and evidence gathering would need to be completed to confirm this. As the impact was unknown at this point, it was identified that an EIA would be required.

### 3- Evidence gathered on equality implications - Data and engagement

What evidence about potential equality impacts is already available?

This could come from research, service analysis, questionnaires, and engagement with protected characteristics groups

**What equalities information or data has been gathered so far?**

A range of data was collected during the development of the project to form an information baseline as evidence of current environmental issues and to predict future effects.

**What does it show?**

The data sets utilised included:

- 2021 Census Data,
- Leicester and Leicestershire Authorities and the Leicester and Leicestershire Enterprise Partnership, Housing and Economic Development Needs Assessment 2017,
- Exploring Local Income Deprivation and Revised Annual Mid-Year Population Estimates (Office for National Statistics),
- NHS Fingertips Tool 2024,
- List of Air Quality Management Areas (AQMAs) (Department for Environment, Food & Rural Affairs),
- Heritage at Risk Register (Historic England),
- Electric Vehicle Charging Device and Vehicle Registration (Department for Transport)

A number of specific matters were outlined relevant to this assessment:

### **Population and demographics**

Leicestershire is largely rural in nature, compared to other English counties. However, population density and count are increasing across all districts at a higher rate than the regional and national average. This will put pressure on development and access improvements will be required. A 9.5% County population increase compares to an average of 6.6% across England. There is a need for social inclusion through the retention and creation of equal access when building or maintaining highways infrastructure.

The County has a large proportion of people aged over 60 (higher than national average). This figure is projected to increase dramatically. Many older people also live in more rural areas and may suffer rural isolation.

12.5% of Leicestershire's population identify as non-white. This is lower than the average across England and Wales (18.3%).

Housing and employment demand will increase with a 20% increase in households expected by 2041 and a 15% increase in employment (LCC data).

### **Health, Wellbeing and Disability**

Older populations are more likely to have an age-related health conditions or disabilities meaning access to emergency services and the maintenance and preservation of access routes to medical facilities and amenities could be more significant.

**Need has been identified to address deficiency in accessible natural green space.** (Spaces for Wildlife 2016-2026, Leicester, Leicestershire, and Rutland Biodiversity Action Plan<sup>1</sup>). A need exists for transport systems to retain, enhance, and contribute to improved access to public health and recreational facilities, including green spaces. Walking and cycling provision would also provide benefits.

Leicestershire ranks within the top 30% to 40% for health and deprivation/disability.

Deprivation is generally experienced in pockets, namely Loughborough, Coalville, Hinckley and South Wigston. This is an important consideration in developing accessible public transport and ensuring access to new housing and employment is provided. There is an increased risk of fuel poverty within deprived areas. This is an important consideration in developing and maintaining accessible public transport systems and ensuring public access to new housing and employment is provided.

### **Crime**

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<sup>1</sup> [Spaces for Wildlife 2016-2026, Leicester, Leicestershire and Rutland Biodiversity Action Plan](#)

Violent and sexual offences have remained the highest crime type across the County for over 10 years, though in the last year have seen a 5.5% decrease. Public order crime is at 144% of the national average.

### **Deprivation**

Leicestershire has 11 Lower layer Super Output Areas (LSOAs) within the national 20% most income deprived. These are largely located in pockets including e.g. Loughborough, Coalville, Hinckley and South Wigston.

### **Sustainable Modes of Transport and Physical Activity**

Physically active adults in Leicestershire totals 77.3% compared to the UK average of 63.8%.

Whilst physical activity in the County is higher than the national average, Leicestershire has a higher rate of adults classed as overweight or obese than the UK average. Regarding modes of transport across the County, within Leicestershire there is a reliance on travel by car or van to work. Nearly 70% of the adult population does not walk at least five times per week and only 7.9% of adults cycle.

The County has one of the lowest levels of public transport patronage in the region.

A need exists for highways to retain, enhance, and contribute to improved access to public health and recreational facilities, including green spaces. Walking and cycling provision would also provide benefits.

There is increased evidence that providing access to natural green space has benefits including improved health and well-being.

## Background, Evidence Gathering and Engagement

Datasets for monitoring and benchmarking purposes have been sourced from the Leicester, Leicestershire and Rutland Statistics and Research (LSR) and the Office for National Statistics (ONS).

These include:

- Disability and Housing ([ONS](#)),
- Disabled peoples access to products and services ([ONS](#)),
- Disability and Wellbeing ([ONS](#)),
- Disability and employment ([ONS](#)),
- Estimating the number of people with cardiovascular or respiratory conditions living in poverty, England ([ONS](#)),
- General health by age, sex and deprivation, England & Wales ([ONS](#)),
- Personal Crime Incidence ([ONS](#)).

And from LSR:

- Population and Census data including Leicestershire's population demographics for age by local authority, ward and LSOA. ([link](#))
- Employment and unemployment figures by ward and indices of deprivation. ([link](#))
- Crime and community including hate incidents and anti-social behaviour. ([link](#))
- Leicestershire Community Insight Survey that consists of local residents' responses on what the local area is as a place to live, the environment, feeling of safety and the economy. ([link](#))



## Background, Evidence Gathering and Engagement

### What engagement has been undertaken so far?

An early engagement with developers and local planning authorities has been conducted throughout the refresh of the LHDG. This allowed for the proposals to be shared and to gain an insight to concerns, ideas and suggestions of improvement.

### What does it show?

Further engagement has been undertaken with several internal and external groups including disability, equalities, youth, communities, and parish councils where the LHDG profile was shared and raised via presentations, newsletters, and posters.

The Department was approached by The Royal National Institute for the Blind (RNIB) about their key principles of inclusive street design. A meeting was held on 7 February 2024 with one of the RNIB's representatives to discuss how the Council could support these principles and how they might feature in the LHDG.

A presentation was delivered to the County Youth Council for Leicestershire (CYCLe) youth council children on 31 May 2024 to get them involved in the refresh of the LHDG. They are a small group of young people that are service users from within the Council's Children and Family Services. During the workshop, a Mentimeter was conducted which gave the children the opportunity to engage and have their say on the LHDG. Results showed that the biggest barriers for them to move around the County were price, time, and traffic. They highlighted the improvements they would like to see including more colour, better lighting, safety measures and speed reduction.

The Communities Board was held on 26 June 2024, where an update of the recent changes to the LHDG was provided. Key issues were identified which were being addressed and highlighted that the 'Have your Say' page had gone live to encourage their involvement with the refresh. The Board was made aware of the recent engagement exercises that had been carried out and the future events are planned to be attended.

The Annual Parish Liaison Event was held on 1 July 2024, which provided parish councils the opportunity to hear about and discuss key programmes such as the LHDG and Local Transport Plan. Current challenges were highlighted including population growth, health and obesity issues,

climate change and changes to the Government. The LHDG helps the Authority to respond to challenges and issues it is facing by the delivery of housing growth, encourages sustainable development, and minimises the impact of development on the highway.

A presentation was given at the Leicestershire Equalities Challenge Group meeting held on 31 July 2024, which facilitates direct engagement between LCC, people and organisations with protected characteristics across Leicestershire. The group raised several concerns, including:

- Pavement obstructions;
- Maintenance of highway infrastructure;
- Shared spaces;
- Width of highway.

It was recommended by the group that LCC speaks to Vista (local charity supporting people with sight loss) about their experience navigating highway.

Formal consultation on the draft LHDG documents is running from June 24<sup>th</sup> to 4<sup>th</sup> August 2024, which is in the form of a 'Have your Say' survey. This will give a further opportunity for individuals to comment and provide feedback on the draft LHDG, prior to seeking the Cabinet's approval in October.

Discussions have also been undertaken with internal teams including Infrastructure Planning, Highways Development Management and Engineering Services, who have provided expert knowledge of using the LHDG.

The draft principles and policies were consulted on via the Highways and Transport Overview and Scrutiny Committee on 26 January 2023 and at the Cabinet Meeting on 22 October 2023.

An Equality Impact Assessment (EIA) has been undertaken and presented to the Department Equalities Group on 27 January 2022. It was assessed that the overall impact of the refreshed LHDG

## Background, Evidence Gathering and Engagement

would likely be neutral or positive. However, further detailed work and evidence would be required to confirm this.

During the development of the Strategic Environment Assessment statutory consultees, including Natural England, Environmental Agency and Historic England, participated and recommended the completion of a full SEA.

## Benefits, Concerns and Mitigation

### 4- Benefits, concerns and mitigating action

Please specify if any individuals or community groups who identify with any of the '[protected characteristics](#)' may **potentially** be affected by the policy and describe any benefits and concerns including any barriers.

Use this section to demonstrate how risks would be mitigated for each affected group

Protected Characteristic Age	Benefits
	<p>Air Quality:</p> <p>In Leicestershire there are 11 total Air Quality Management Areas (AQMAs) spread across the County. Poor air quality can disproportionately impact children and older people.</p> <p>LHDG Policy 1 states that development must be accessible for all highway users and maximise the uptake of sustainable travel choices. In practice, LCC would advise refusal of planning applications where there is a lack of sustainable travel choices.</p> <p>LHDG Principle 4 aims to create durable and easily maintainable places which are designed to help make decisions to facilitate health, wellbeing, net zero and biodiversity net gain through adherence to the NPPF and National Design Code.</p> <p>The LHDG will also include new guidance on the provision of electric vehicle charging facilities that accord with the emerging Electric Vehicle Charging Strategy.</p> <p>The above proposals may reduce the use of private vehicles for travel and thereby result in a reduction in poor air quality.</p> <p>Additionally, the draft guidance proposes facilitation of and more detailed guidance regarding the provision of green infrastructure within highway. Some tree species are known to reduce particulate pollution and thereby improve air quality.</p>
	<p>Improved access to emergency services and medical facilities:</p> <p>Enhanced access to emergency services and medical facilities is crucial to supporting an aging population in Leicestershire. The number of residents aged 75 and over is expected to more than double between 2006 and 2031, with all districts in</p>

## Benefits, Concerns and Mitigation

Protected Characteristic Age	Benefits
	<p>Leicestershire having a higher percentage of residents over 60 compared to the national average. Given that Leicestershire is a rural county, ensuring access to emergency services and medical facilities may pose challenges for many individuals.</p> <p>To address these concerns, the LHDG has developed an evidence-based approach to assess the impact of development on the transportation network through transport modelling. Policy 4 mandates that travel plans must be submitted for developments that generate significant traffic movement, with the aim of working with developers to implement suitable mitigation measures. Principle 2, which focuses on facilitating safe and effective highways, underscores the commitment of the LHDG to manage the risks associated with increased congestion and road safety issues.</p> <p>By implementing these policies and principles, the LHDG aims to ensure that the aging population in Leicestershire has adequate access to emergency services and medical facilities, despite the challenges posed by the County's rural nature.</p>
	<p>Health Issues Relating to Climate Change:</p> <p>Older people and young children may be more susceptible to health issues resulting from increased temperatures due to climate change. This includes hospitalisations due to extreme heatwaves and increased risk during drought and flooding.</p> <p>Environmental mitigations and methods to achieve net zero targets underpin the LHDG.</p> <p>This aim is highlighted in Principle 7: Tackling Climate Change and Protecting the Environment. This includes LCC considering construction from a carbon perspective.</p> <p>Travel behaviour change is considered within Policy 1: Development must be accessible for all highway users and maximise the uptake of sustainable travel choices, and Principle 5: Encouraging active and sustainable travel.</p> <p>Policy 5: The Council encourages proposals for adoption of new highways that is designed and constructed in accordance with the relevant policies, guidance and standards including the LHDG.</p>

## Benefits, Concerns and Mitigation

Protected Characteristic Age	Benefits
	<p>This includes the encouragement of increased provision of active travel facilities, the use of sustainable materials and the encouragement of green infrastructure.</p> <p>The refreshed LHDG will support the provision of a range of travel choices for older people and children. The provision of active travel choices and public transport provision is embedded within Policy 1 and Principle 5.</p> <p>Principle 6: Supporting Inclusive Highway accounts for the need of inclusive design in streets through the use of the Inclusive Mobility guidance. The implementation of Principle 6 highlights the NPPF emphasis on development layouts ensuring access to the passenger transport network.</p> <p>The provision of green infrastructure, supported by the draft guidance, helps to lower the ambient temperature in urban environments.</p>

Protected Characteristic Age	What are the concerns identified and how will these affect those from the following groups?	How will the known concerns be mitigated?
	<p>Infrastructure Prioritisation:</p> <p>The prioritisation of infrastructure and facilities may impact on users with mobility or sight needs including younger and older people.</p> <p>For example, shared cycle lanes/footways may cause problems for those with visual impairment.</p>	<p>Infrastructure prioritisation:</p> <p>Where possible, infrastructure should be planned and designed to minimise impacts on younger and older people.</p> <p>To mitigate this, Policy 3 states that LCC will review relevant safety information to ensure scheme and development proposals do not raise unacceptable safety concerns and the road safety audit process is completed satisfactorily.</p> <p>Principle 2 outlines the Council’s approach to take a risk-based approach to the</p>

## Benefits, Concerns and Mitigation

Protected Characteristic Age	What are the concerns identified and how will these affect those from the following groups?	How will the known concerns be mitigated?
		<p>appropriateness of new highway within development.</p> <p>The Council also encourages that proposals for highway adoption be designed and constructed in accordance with relevant policies, guidance and standards (Policy 5). This includes the LHDG, LTN 1/20 guidance, the Inclusive Mobility guidance, Manual for Streets and the National Design Code. Principle 2 promotes road types for all users.</p> <p>The Council will also work collaboratively with key stakeholders to understand the requirements and aspirations of different groups (Principle 1).</p> <p>The LHDG refresh will emphasise the need for non-motorised user audits during the planning application process.</p> <p>The use of different coloured surfacing will be considered at potential points of conflict between different highway users, however, a commuted sum may be applied.</p>
	<p>Communication Methods:</p> <p>Some communication methods (e.g. web-based) may be a barrier to some older people.</p>	<p>Communication Methods:</p> <p>All documents uploaded to the website must be accessibility checked and the website designed to appropriate design standards so that it is usable by all.</p>

Protected Characteristic Disability	Benefits
	<p>General Comments:</p> <p>The requirement for mitigations to address identified concerns has been specified within Principle 6: Supporting Inclusive</p>

Protected Characteristic Disability	Benefits
	<p>Highway. This principle outlines that streets should be designed accounting for the needs of the community they serve. As part of this, LCC offers guidance to support developers in meeting their responsibilities to adhere to the Equality Act 2010. This principle also states that all new highway should be designed in accordance with the Inclusive Mobility guidance.</p> <p>Policy 3 requires that all highway must be safe and functional for all users recognising the Manual for Streets guidance and the National Design Code guidance.</p> <p>Health Issues Relating to Climate Change:</p> <p>Those with disabilities or health issues may be more susceptible to health issues resulting from increased temperatures due to climate change. This includes hospitalisations due to extreme heatwaves and increased risk during drought and flooding.</p> <p>Environmental mitigations and methods to achieve net zero targets underpin the entirety of the LHDG.</p> <p>This aim is primarily present in Principle 7: Tackling Climate Change and Protecting the Environment. This includes LCC considering construction from a carbon perspective.</p> <p>Travel behaviour change is considered within Policy 1: Development must be accessible for all highway users and maximise the uptake of sustainable travel choices, and Principle 5: Encouraging active and sustainable travel.</p> <p>The LHDG will also include new guidance on the provision of electric vehicle charging facilities that accord with the emerging Electric Vehicle Charging Strategy.</p> <p>Policy 5: The Council encourages proposals for adoption of new highways that is designed and constructed in accordance with the relevant policies, guidance and standards including the LHDG.</p> <p>This includes the encouragement of increased provision of active travel facilities, the use of sustainable materials and the encouragement of green infrastructure.</p> <p>The provision of green infrastructure, supported by the draft guidance, helps to lower the ambient temperature in urban</p>



## Benefits, Concerns and Mitigation

Protected Characteristic Disability	Benefits
	environments.

Protected Characteristic Disability	What are the concerns identified and how will these affect those from the following groups?	How will the known concerns be mitigated?
	<p>Travel Choice:</p> <p>Disabled highway users may not have the same range of travel choices or the ability to change travel behaviour.</p> <p>According to the RNIB, partially sighted people are twice as likely to be inactive than people without sight loss.</p>	<p>Travel Choice:</p> <p>Change in travel behaviour is covered within numerous policies and principles within the draft LHDG.</p> <p>Policy 1 and Principle 5 encourage the use of sustainable modes of transport including cycling and walking and passenger transport services. Accessibility considerations are accounted for within the Gear Change and LTN1/20 ‘Cycling Infrastructure Design’ guidance for active travel and the National Bus Strategy and Bus Service Improvement Plan for passenger transport.</p> <p>This consideration is also accounted for within Principle 1 consideration of those with additional accessibility needs when accessing active travel and Principle 6 ensuring development layouts ensure passenger transport access.</p> <p>The Design Layouts and Materials and Construction parts of the proposed guidance identify appropriate design and use of materials for new highway so that it supports access for disabled members of the communities.</p>
	<p>Pavement parking:</p> <p>When cars are parked on</p>	<p>Pavement parking:</p> <p>LHDG guidance states that designers of new highway should ensure that pavement future</p>

## Benefits, Concerns and Mitigation

	<p>pavements, people with a vision impairment may need to walk into the road to get by them. This is an issue that also impacts parents with prams, wheelchair users, older people and many others.</p>	<p>parking issues are avoided through design. The proposed LHDG conforms to the latest standards in relation to road design.</p> <p>Guide Dogs for the Blind Association states that “Implementation of parking controls and effective enforcement of illegal pavement parking will help to ensure that pedestrians with a vision impairment can more safely navigate highway.”</p>
	<p><b>Change in Policy and Design Standards:</b></p> <p>Consideration will need to be given to how a change in policy and/or design guidance standards will impact on all aspects of the highway.</p>	<p><b>Change in Policy and Design Standards:</b></p> <p>Where possible, infrastructure should be planned and designed to minimise disbenefits for disabled users. The LHDG will be updated to reflect the latest Governmental design guidance where appropriate.</p> <p>Principle 1 includes the desire to work collaboratively with key stakeholders to understand the interests, aspirations and requirements of various groups. This engagement will include local disability groups.</p> <p>The LHDG refresh will emphasise the need for non-motorised user audits during the planning application process.</p>
	<p><b>Potential Impact on Accessibility:</b></p> <p>The new LHDG has the potential impact on accessibility for disabled users. Consideration should be made to ensure that the LHDG will facilitate positive</p>	<p><b>Potential Impact on Accessibility:</b></p> <p>The importance of this concern has been shown within Policy 1 of the LHDG stating that development must be accessible for all highway users.</p> <p>In practice, accordance with national guidance will be encouraged where relevant and possible. This will include the use of the Inclusive Mobility guidance and encouraging LTN1/20 guidance.</p> <p>The Design Layouts and Materials and Construction parts of the proposed guidance</p>

## Benefits, Concerns and Mitigation

	outcomes for these groups.	identify appropriate design and use of materials for new highway so that it supports access for disabled members of the communities.
	<p>Communication Methods:</p> <p>Some communication methods may present a barrier to users with hearing or visual impairments or learning difficulties.</p>	<p>Communication Methods:</p> <p>Consideration would be provided to these users through consultation with relevant local disability groups as well as adherence to the latest design and accessibility guidance available. LCC will encourage developers to use this guidance.</p> <p>All documents uploaded to the website must be accessibility checked and the website designed to appropriate design standards so that it is usable by all.</p>

Protected Characteristic	Benefits
Race	<p>Fear of Crime:</p> <p>Those who identify as Asian and African, Caribbean or Black have a higher level of fear that they will be victim of violent crimes (<a href="http://Gov.uk">Gov.uk</a>). The delivery of spaces that are unattractive to highway users could increase the fear of crime. It is important that design principles that create places where people feel safe and enjoy spending time is embedded within the LHDG.</p> <p>The implementation of Principle 6 – Supporting Inclusive Highway includes consideration of street design that considers the safety of different members of communities.</p>

## Benefits, Concerns and Mitigation

	<p>Proposed guidance supports the creation of attractive highway environments, including the provision of appropriate green infrastructure that do not create opportunities for crime.</p> <p>This is implemented through encouragement for designers to refer to the Designing out Crime.</p>	
<b>Protected Characteristic Race</b>	<b>What are the concerns identified and how will these affect those from the following groups?</b>	<b>How will the known concerns be mitigated?</b>
	<p>Communication Methods: Leicestershire is close to Leicester which is one of the most culturally diverse cities in the UK with 42% of the city's population identified as non-white British. Communication methods may need to be adjusted where evidence indicates barriers to communication such as language barriers.</p>	<p>Communication Methods: Principle 1 encourages engagement with key stakeholders to understand the key interests, aspirations and requirements to facilitate developments that met the needs of its occupants and users.</p> <p>Documents should be provided in alternative languages to English on request.</p>

<b>Protected Characteristic Sex</b>	<b>Benefits</b>
	<p>Fear of Crime: The risk of being the victim of a crime and the fear of crime can be heightened dependant on sex or gender. The delivery</p>

## Benefits, Concerns and Mitigation

	<p>of spaces that are unattractive to highway users could increase the fear of crime. It is important that design principles that create places where people feel safe and enjoy spending time is embedded within the LHDG.</p> <p>The implementation of Principle 6 – Supporting Inclusive Highway includes consideration of street design that considers the safety of women and girls.</p> <p>Proposed guidance supports the creation of attractive highway environments, including the provision of appropriate green infrastructure that do not create opportunities for crime.</p> <p>This is implemented through encouragement for designers to refer to the Designing out Crime and Safer Parks guidance.</p>
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Protected Characteristic Sex	What are the concerns identified and how will these affect those from the following groups?	How will the known concerns be mitigated?
	<p>Fear of Crime: The risk of being the victim of a crime and the fear of crime can be heightened dependant on sex or gender. The delivery of spaces that are unattractive to highway users could increase the fear of crime. It is important that design principles that create places where people feel safe and enjoy spending time is embedded within</p>	<p>Fear of Crime: Under design layout emergency accessibility must ensure that highway safety is not compromised and the access is not likely be a source of crime or anti-social behaviour.</p> <p>Under Principle 6 – supporting access for all states that consideration must be given to methods of designing out crime as part scheme design including issues relating to natural surveillance, access control (physical and symbolic barriers to opportunities for crime), territorial reinforcement (defensible space) and space management.</p> <p>Proposed guidance supports the creation of attractive highway environments, including the provision of appropriate green infrastructure that do not create opportunities for crime.</p>

## Benefits, Concerns and Mitigation

	the LHDG.	
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Protected Characteristic Gender Reassignment	Benefits
	<p>Fear of Crime: The risk of being the victim of a crime and the fear of crime can be heightened dependant on factors such as gender identity. The delivery of spaces that are unattractive to highway users could increase the fear of crime. It is important that design principles that create places where people feel safe and enjoy spending time is embedded within the LHDG. This is implemented through encouragement for designers to refer to the Designing out Crime and Safer Parks guidance.</p>

Protected Characteristic Gender Reassignment	What are the concerns identified and how will these affect those from the following groups?	How will the known concerns be mitigated?
	<p>Fear of Crime: The risk of being the victim of a crime and the fear of crime can be heightened dependant on factors such as gender identity. The</p>	<p>Fear of Crime: Under Principle 3 - Promoting Road Types for All Users Highway must be safe and functional and help contribute towards high quality development. Highways should be adaptable to prevent them from becoming unused in the future; spaces should be designed to be able to change to meet new requirements.</p>

## Benefits, Concerns and Mitigation

	<p>delivery of spaces that are unattractive to highway users could increase the fear of crime. It is important that design principles that create places where people feel safe and enjoy spending time is embedded within the LHDG.</p>	<p>Under Principle 6 – supporting access for all states consideration must be given to methods of designing out crime as part scheme design including issues relating to natural surveillance, access control (physical and symbolic barriers to opportunities for crime), territorial reinforcement (defensible space) and space management.</p> <p>Proposed guidance supports the creation of attractive highway environments, including the provision of appropriate green infrastructure that do not create opportunities for crime.</p>
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<b>Protected Characteristic Marriage and Civil Partnership</b>	<b>Benefits</b>
	<p>No evidence of a positive or negative impact on this group.</p> <p>At this stage, impacts in respect of this protected characteristic are identified as being ‘neutral’ as no impacts have been identified which have the potential to disproportionately affect people within this group.</p>

<b>Protected Characteristic Sexual Orientation</b>	<b>Benefits</b>
	<p>Fear of Crime: The risk of being the victim of a crime and the fear of crime can be heightened dependant on factors such as sexuality. The delivery of spaces that are unattractive to highway users could increase the fear of crime. It is important that design</p>

## Benefits, Concerns and Mitigation

	principles that create places where people feel safe and enjoy spending time is embedded within the LHDG. This is implemented through encouragement for designers to refer to the Designing out Crime and Safer Parks guidance.
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Protected Characteristic Sexual Orientation	What are the concerns identified and how will these affect those from the following groups?	How will the known concerns be mitigated?
	<p>Fear of Crime: The risk of being the victim of a crime and the fear of crime can be heightened dependant on factors such as sexuality. The delivery of spaces that are unattractive to highway users could increase the fear of crime. It is important that design principles that create places where people feel safe and enjoy spending time is embedded within the LHDG.</p>	<p>Fear of Crime: Under Principle 3 - Promoting Road Types for All Users Highway must be safe and functional and help contribute towards high quality development. Highways should be adaptable to prevent them from becoming unused in the future; spaces should be designed to be able to change to meet new requirements.</p> <p>Under Principle 6 – supporting access for all states consideration must be given to methods of designing out crime as part scheme design including issues relating to natural surveillance, access control (physical and symbolic barriers to opportunities for crime), territorial reinforcement (defensible space) and space management.</p> <p>Proposed guidance supports the creation of attractive highway environments, including the provision of appropriate green infrastructure that do not create opportunities for crime.</p>

Protected Characteristic Pregnancy and Maternity	Benefits
	Air Quality:



## Benefits, Concerns and Mitigation

	<p>The refreshed LHDG has the potential to improve local air quality through encouraging the increased provision of sustainable travel and passenger transport services.</p> <p>Poor air quality can disproportionately affect pregnant people and unborn children.</p> <p>LHDG Policy 1 states that development must be accessible for all highway users and maximise the uptake of sustainable travel choices. In practice, LCC would advise refusal of planning applications where there is a lack of sustainable travel choices.</p> <p>The LHDG will also include new guidance on the provision of electric vehicle charging facilities that accord with the emerging Electric Vehicle Charging Strategy.</p> <p>Principle 4 aims to create durable and easily maintainable places which are designed to help design decisions to facilitate health, wellbeing, net zero and biodiversity net gain through adherence to the NPPF and National Design Code. The LHDG will also include new guidance on the provision of electric vehicle charging facilities that accord with the emerging Electric Vehicle Charging Strategy.</p> <p>The above proposals may reduce the use of polluting private vehicles for travel and thereby result in a reduction in poor air quality.</p> <p>Additionally, the draft guidance proposes facilitation of and more detailed guidance regarding the provision of green infrastructure within highway. Some tree species are known to reduce particulate pollution and thereby improve air quality.</p>
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<b>Protected Characteristic Religion or Belief</b>	<b>Benefits</b>
	<p>Accessibility to Places of Worship: Historic England’s Heritage at Risk Register reports that there are 50 heritage assets in Leicestershire currently designated as ‘at risk’ including 26 places of worship. There is potential for heritage assets to be affected directly or indirectly</p>

## Benefits, Concerns and Mitigation

	<p>through highways development, particularly in places where there is development pressure.</p> <p>Through Policy 1 accessibility for all users can be ensured through the consideration of the demographics in a location during the design process. Principle 1 states the importance of working with all key stakeholders to understand the requirements of different population groups. This will help to enable specific infrastructure and services to be planned effectively to ensure it is appropriate for the demographic of the community.</p> <p>Principle 4 states that the design principles and materials used can also help reinforce the character and historic context on a location.</p> <p>The new Surfacing Materials Palette document includes a standard materials palette and an enhanced materials palette with further bespoke materials that can better balance the desire for local distinctiveness.</p>
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<b>Protected Characteristic Religion or Belief</b>	<b>What are the concerns identified and how will these affect those from the following groups?</b>	<b>How will the known concerns be mitigated?</b>
	<p>Accessibility to Places of Worship:</p> <p>Historic England’s Heritage at Risk Register reports that there are 50 heritage assets in Leicestershire currently</p>	<p>Accessibility to Places of Worship:</p> <p>Under Principle 4 – creating durable and easily maintained places states development should respect and reflect the diversity of settlement character and landscape across Leicestershire. In accordance with the NPPF and the National Design Code, new highway should contribute to creating attractive, sustainable places to live where all residents and highway users can enjoy the benefits it provides.</p>

## Benefits, Concerns and Mitigation

	<p>designated as 'at risk' including 26 places of worship. There is potential for heritage assets to be affected directly or indirectly through highways development, particularly in places where there is development pressure.</p>	
<p><b>Other groups: e.g., rural isolation, deprivation, health inequality, carers, asylum seeker and refugee communities, looked after children, armed forces.</b></p>	<p><b>Benefits</b></p>	
	<p><b>Rural Isolation:</b>            Access to Key Services:            Leicestershire is largely rural by nature, leading to an increased proportion of residents at risk of living in rural isolation. This is particularly true for older population groups.</p> <p>Improving access to key services through public transport provision and active travel can help improve social inclusion, social connectivity and the wellbeing of communities.</p>	

## Benefits, Concerns and Mitigation

	<p>Principle 5 aims to achieve a greater uptake of active travel and provide appropriate forms of passenger transport. Passenger transport provision is delivered through the PTPS and LCC’s Bus Service Improvement Plan, which helps deliver the National Bus Strategy. These policies help to ensure services are commercially viable and accessible over the long-term. Principle 5 also accounts for active travel in rural areas stating that the infrastructure must reflect the context of Leicestershire as significantly rural in areas.</p> <p>The LHDG promotes the inclusion of electric vehicle charging infrastructure in new developments. This will encourage the use of zero emission transport for rural locations. This provision helps to achieve Principle 4 which encourages access for residents to their chosen mode of transport.</p>
	<p><b>Deprivation:</b> Leicestershire is in the top 30% to 40% for average deprivation. 11 Lower Super Output Areas (LSOAs), areas containing a population of 1500 people, are within the top 20% most income deprived nationally. These are primarily in urban areas such as Loughborough and Coalville.</p>
	<p><b>Increased Access to Modes of Transport:</b> The LHDG has the potential to positively impact on low-income groups who may not have access to a private car, as a primary mode of transport, through improving access to walking and cycling opportunities.</p>
	<p><b>Reduction in Carbon Emissions:</b> The LHDG encourages the use of low carbon materials in construction which, alongside increased active travel provision, may help mitigate the effects of climate change which can affect low-income neighbourhoods disproportionately.</p>
	<p><b>Increased Economic Opportunities:</b> The LHDG also has the potential to support growth and the economy through supporting the provision of affordable homes and accessible jobs provided through development.</p>
	<p><b>Health Inequality:</b></p>

## Benefits, Concerns and Mitigation

	<p><b>Improved Access to Health Facilities:</b> The LHDG has the potential to improve the health of residents across Leicestershire.</p> <p>Good health and wellbeing are strongly supported by having access to key services and facilities. Policy 1 focuses on accessibility of the transport network for all users.</p> <p>Negative health effects due to the effects of climate change can be experienced more by older people, children, people with disabilities and residents in more deprived areas. The LHDG looks to tackle climate change through promoting an increase in sustainable modes of travel and improving the range of travel choices available.</p> <p>The LHDG also aims to improve connectivity and improve access to medical facilities and other key services.</p> <p>Principle 5 encourages an increase in active travel and passenger transport modes of transport.</p> <p>The provision of green infrastructure, supported by the draft guidance, helps to lower the ambient temperature in urban environments and potentially reduce particulate pollution.</p>
	<p><b>Carers, Asylum Seekers &amp; Refugee Communities, Looked After Children and Armed Forces:</b> No evidence of a positive or negative impact on these groups.</p> <p><b>Carers, Asylum Seekers &amp; Refugee Communities, Looked After Children and Armed Forces:</b> At this stage, impacts in respect of this protected characteristic are identified as being 'neutral' as no impacts have been identified which have the potential to disproportionately affect people within this group.</p>

<b>Other groups: e.g., rural isolation, deprivation, health inequality,</b>	<b>What are the concerns identified and how will these affect those from</b>	<b>How will the known concerns be mitigated?</b>
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## Benefits, Concerns and Mitigation

<p>carers, asylum seeker and refugee communities, looked after children, armed forces.</p>	<p>the following groups?</p>	
	<p><b>Rural Isolation:</b> Access to Key Services: Leicestershire is largely rural by nature leading to an increased proportion of residents at risk of living in rural isolation. This is particularly true for older population groups.</p>	<p><b>Rural Isolation:</b> Access to Key Services: Policy 1 and Principle 5 encourage the use of sustainable modes of transport including cycling and walking and passenger transport services. Accessibility considerations are accounted for within the Gear Change and LTN1/20 n guidance for active travel and the National Bus Strategy and Bus Service Improvement Plan for passenger transport and these have been reflected in the LHDG.  This consideration is also accounted for within Principle 1 consideration of those with additional accessibility needs when accessing active travel and Principle 6 ensuring development layouts ensure passenger transport access.  Design solutions should also allow for appropriate futureproofing in terms of connectivity to surrounding areas to enable future growth to take place in a sustainable manner. To safeguard the interests of communities and residents, highway and transportation infrastructure will only be adopted where it is designed to publicly maintainable standards, in accordance with the council Highway Asset Management Policy and the standards set out in the LHDG.</p>
	<p><b>Deprivation:</b></p>	<p><b>Deprivation:</b></p>
	<p>Limited Access to a Range of Travel Choices:</p>	<p>Limited Access to a Range of Travel Choices: Principle 5 encourages the provision of active travel and passenger transport services. This</p>

## Benefits, Concerns and Mitigation

	<p>Low-income households, individuals or communities may not have access to the same range of travel choices.</p> <p>Currently Leicestershire has one of the lowest levels of passenger transport patronage.</p>	<p>will assist those who lack regular access to a private vehicle the least possible disadvantage in going about their daily lives and in gaining access to opportunities.</p> <p>Further benefits to an increase in sustainable travel choices includes improved road safety, improved air quality (reducing adverse health effects) and reduced traffic noise.</p>
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## Actions, Recommendations and Way Forward

<b>Action Plan and Recommendations</b>			
Use this section to describe concerns further			
Produce a framework to outline how identified risks/concerns will be mitigated.			
<b>What concerns were identified?</b>	<b>What action is planned?</b>	<b>Who is responsible for the action?</b>	<b>Timescale</b>
A number of actions have already been completed in relation to concerns raised, as highlighted in the tables above. The information below considers any further concerns/mitigation.			
Impact on young people's travel options.	<p>A CYCLe (youth forum) meeting was attended to understand the issues that young people face when using highway. Attendees raised the following issues:</p> <ul style="list-style-type: none"> <li>• Affordability of travel is an issue,</li> <li>• Inconvenience of routes,</li> <li>• Overcrowded buses,</li> <li>• Highway environment is ok at best,</li> <li>• More colour and trees along highway that are well maintained,</li> <li>• Roads and paths should be wider so people can move around better,</li> <li>• Better lighting,</li> <li>• Increase safety (speeding),</li> <li>• Measures should be in place to ensure verges do not get damaged by cars,</li> <li>• The majority do not feel safe in the highway environment,</li> <li>• Lighting should be improved,</li> </ul>	Transport Projects and Programmes	<p>Regarding Bus Service Improvement Plan - prior to publishing the LHDG (November 2024).</p> <p>Further consideration of the issues raised in advance of and at future review points.</p> <p>Initial discussion with Steering Group at the end of December 2024.</p> <p>Any follow up work to be considered by the end of June 2025.</p>



## Actions, Recommendations and Way Forward

	<ul style="list-style-type: none"> <li>Measures should be put in place to reduce speeding,</li> <li>More crossings should be provided.</li> </ul> <p>Greater reference to Bus Service Improvement Plan within the LHDG, particularly with refence to the youth offer.</p>		
<p>How LCC prioritises infrastructure and facilities may impact on users with mobility or sight needs including younger and older people.</p> <p>For example, shared cycle lanes/footways may cause problems for those with visual impairment.</p>	<p>Reference should be made to the principle of ‘hierarchy of users’.</p> <p>The ‘hierarchy of road users’ is a concept that places those road users most at risk in the event of a collision at the top of the hierarchy.</p> <p>The road users most likely to be injured in the event of a collision are pedestrians, cyclists, horse riders and motorcyclists, with children, older adults and disabled people being more at risk.</p> <p>Developers should consider this prioritisation during the design phase of the scheme and as part of their road safety audits and this responsibility should be highlighted within future LHDG guidance.</p>	Transport Projects and Programmes	Discuss with the Steering Group and make agreed amendments prior to publishing the LHDG (November 2024).
When cars are parked on pavements, people with a vision impairment may need	1. Guide Dogs for the Blind Association states that “Implementation of parking controls and effective enforcement of illegal pavement parking will help to	Engineering Services/Infrastructure	1. Further discussion is required with key teams to understand

## Actions, Recommendations and Way Forward

<p>to walk into the road to get by them. This is an issue that also impacts parents with prams, wheelchair users, older people and others.</p>	<p>ensure that pedestrians with a vision impairment can more safely navigate highway.” This should be mitigated by ensuring new carriageway is sufficiently wide to accommodate parked vehicles, without the need for pavement parking, and still allow passage of moving vehicles. However, regarding the existing highway network, pavement parking can present particular issues relating to historic design standards.</p> <p>2. Where upgrades are made to carriageway as a result of a maintenance programme or developer contributions, consideration should be given to how problem parking can be eliminated or reduced, where possible.</p>	<p>Planning/Maintenance Operations</p>	<p>further action that might be undertaken to strengthen guidance on pavement parking. End of December 2024</p> <p>2. Discuss with Maintenance Operations and agree any opportunities for improvements that mitigate pavement parking issues. End of March 2025</p>
<p>Some communication methods (e.g. web-based) may be a barrier to some older people and people with disabilities (visual impairments or learning difficulties).</p>	<p>All documents uploaded to the website must be accessibility checked and the website designed to appropriate design standards so that it is usable by all. Documents should be provided in alternative languages to English on request.</p>	<p>Media Team/team responsible for updating documents</p>	<p>Prior to publishing and at review points</p>
<p>Research shows that 80% of blind and partially sighted individuals report difficulty with crossing streets, with</p>	<p>Where upgrades are made to crossings as a result of a maintenance programme or developer contributions, consideration should be given to ensuring appropriate facilities are provided for communities.</p>	<p>Engineering Services/Maintenance Operations/Infrastructure Planning</p>	<p>1. Discuss with Maintenance Operations and agree any opportunities for improvements that</p>

## Actions, Recommendations and Way Forward

<p>contributing factors including excessive high vehicle speeds, poor and inconsistent driver etiquette, difficulties of the pedestrian judging the speed and distance to an oncoming vehicle and the inadequate number, unavailability, or inappropriateness of crossings.</p>			<p>mitigate crossing issues (subject to evidence of identified issues). End of March 2025</p>
<p>Change in Policy and Design Standards:  Consideration will need to be given to how a change in policy and/or design guidance standards will impact on all aspects of the highway</p>	<p>LCC should ensure that during reviews consideration is given to change in guidance relating to protected groups. For example, Guide Dogs for the Blind Association, in partnership with University College London, is currently undertaking research into interactions between pedestrians and cyclists in several active travel infrastructure settings.</p>	<p>Infrastructure Planning/Highway Development Management/Engineering Services</p>	<p>Prior to publishing and at scheduled review points.</p>
<p>New highway can present risk to vulnerable members of communities from conflict with other users</p>	<p>A monitoring programme should be established to ensure minimisation of negative impacts  LHDG should highlight that developers need to understand the demographics of the community during the design process, particularly where facilities for older, younger and disabled people exist.</p>		<p>Prior to publishing and at review points.</p>

## Actions, Recommendations and Way Forward

<p>such as drivers or cyclists.</p> <p>Shared Surfaces:</p> <p>Shared surface streets are where the road and pavement are built at the same level, removing the kerb so that cars, buses, cyclists and pedestrians share the same surface.</p> <p>Research suggests that many people with sight loss, disabled and elderly people feel unable to use shared surface streets in their town.</p>	<p>Signage should meet the standards of the Traffic Signs Manual. Warning signage making road users aware of disabled</p> <p>Signpost developers to the RNIB’s Inclusive Design Principles guidance and engage widely with organisations representing a range of disabilities to ensure new street infrastructure is genuinely safe and accessible to all.</p> <p>Further consider design options that mitigate issues relating to safety for communities.</p> <p>Guidance related to street design, produced by organisations representing disabled groups should be considered during reviews of the LHDG.</p> <p><a href="https://www.guidedogs.org.uk/-/media/project/guidedogs/guidedogsdotorg/files/about-us/what-we-do/research/road-and-street-crossings.pdf">https://www.guidedogs.org.uk/-/media/project/guidedogs/guidedogsdotorg/files/about-us/what-we-do/research/road-and-street-crossings.pdf</a></p> <p><a href="https://gd-prod.azureedge.net/-/media/project/guidedogs/guidedogsdotorg/files/about-us/what-we-do/research/making-the-built-environment-inclusive-2023.pdf">https://gd-prod.azureedge.net/-/media/project/guidedogs/guidedogsdotorg/files/about-us/what-we-do/research/making-the-built-environment-inclusive-2023.pdf</a></p>	<p>Infrastructure Planning/Engineering Services/Maintenance Operations</p>	<p>Meet with the Steering Group and Project Board for initial discussions regarding next steps and highlighting the issues. End of December 2024</p> <p>Follow up action where required to further develop LHDG guidance in consultation with the industry and organisations representing protected characteristic groups. End of March 2025</p>
<p>Street Furniture:</p> <p>People with a vision impairment can experience</p>	<p>Need to ensure where facilities such as cafes are to be provided that sufficient pavement space is considered to mitigate issues such as this.</p>	<p>Infrastructure Planning/Engineering Services</p>	<p>Discuss with the Steering Group to understand opportunities to improve</p>

## Actions, Recommendations and Way Forward

<p>problems with street clutter, such as shop advertising signs (A-Boards) and street cafe furniture.</p> <p><b>Fear of Crime:</b></p> <p>The risk of being the victim of a crime and the fear of crime can be heightened dependant on sex or gender. The delivery of spaces that are unattractive to highway users could increase the fear of crime. It is important that design principles that create places where people feel safe and enjoy spending time is embedded within the LHDG.</p>	<p>No further mitigation identified</p>	<p>A monitoring programme should be established to ensure minimisation of negative impacts.</p>	<p>guidance relating to pavement obstructions. End of December 2024</p> <p>Undertaken at review points.</p>
<p><b>Rural Isolation:</b></p> <p><b>Access to Key Services:</b></p> <p>Leicestershire is largely rural by nature leading to an increased proportion of</p>	<p>No further mitigation identified</p>	<p>A monitoring programme should be established to ensure minimisation of negative impacts.</p>	<p>Undertaken at review points.</p>

## Actions, Recommendations and Way Forward

<p>residents at risk of living in rural isolation. This is particularly true for older population groups.</p>			
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<b>Way forward</b>	
<p><b>How will the action plan and recommendations of this assessment be built into decision making and implementation of this proposal?</b></p>	<p>Further feedback will be considered following consultation and further engagement work.</p> <p>A review of engagement and consultation outcomes will be undertaken with the Project Board and the Steering Group to understand whether and how beneficial changes can be implemented. Reviews should take place and any implementation should be undertaken prior to publishing the LHDG.</p>
<p><b>How would you monitor the impact of your proposal and keep the EIA refreshed?</b></p>	<p>The LHDG should be updated where necessary to reflect changes in standards and guidance in accordance with the review schedule. Protected characteristics should be a focus of future reviews.</p> <p>LCC should ensure that during reviews consideration is given to change in guidance relating to protected characteristic groups. For example, Guide Dogs for the Blind Association, in partnership with University College London, is currently undertaking research into interactions between pedestrians and cyclists in several active travel infrastructure settings.</p> <p>A monitoring programme is to be established under the Strategic Environmental Assessment work. Part of the programme will require the monitoring of impacts on communities. This may be achieved through existing monitoring programmes such as the Local Transport Plan.</p>

## Actions, Recommendations and Way Forward

	Continuation of engagement with protected characteristic groups is recommend to ensure that the needs of all users are considered in the design and approval process.
<b>Sign off by DEG Chair/Director or Head of Services</b>	

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