

Due Regard Statement

Please use this statement to evidence how 'due regard to' the three aims of the public sector equality duty has been made (section 149 of the Equality Act 2010) during the development of the 'policy'.¹

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by the ACT:
- Advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- Foster good relations between people who share a protected characteristic

Name of the 'policy':	Cheltenham Transport Plan Experimental Traffic Regulation Orders to facilitate the trial closure of Clarence Street ('Boots Corner')
Person(s) responsible for completing this statement	Fraser Reid – Project Manager Gloucestershire County Council, Highways Commissioning
Version Control	<p>Version 1: Due Regard Statement provided as part of the first consultation for the Traffic Regulation Orders and invited representations. This followed on from an Equalities Impact Assessment completed in June 2013.</p> <p>Version 2: Due Regard Statement reviewed on outcome of first consultation, revised and reissued on second consultation for the TROs. The consultation process invited representations regarding the impact the proposed TROs would have on the protected groups.</p> <p>Version 3: Due Regard Statement reviewed on outcome of first and second consultation and made available to the Traffic Regulation Committee meeting to be held on 15 January 2015.</p> <p>Version 4: Due Regard Statement reviewed in relation to the Traffic Regulation Order Report.</p> <p>Version 5: Due Regard Statement updated following public consultation feedback at the Traffic Regulation Committee meeting ahead of the Cheltenham Borough Council special full council meeting.</p>

¹ For 'policy': any new and existing policy, strategy, services, functions, work programme, project, practice and activity. This includes decisions about budgets, procurement, commissioning or de-commissioning services, service design and implementation.

	<p>Version 6: Due Regard Statement updated in advance of the Traffic Regulation Order Committee recommendations being considered by Cabinet in February 2015.</p> <p>Version 7: Due Regard Statement updated to reflect changes in recommendation to a phased approach and deferral of Boots Corner elements of the Traffic Regulation Orders.</p> <p>Version 8: Due Regard Statement updated following completion of Phase 1 (Albion Street)</p> <p>Version 9: Due Regard Statement updated in advance of Experimental Traffic Regulation Order to trial closure of Boots Corner.</p> <p style="text-align: center;"><u>Additions and changes noted in Italics</u></p>
Briefly describe the activity being considered including aims and expected outcomes	<p><i>Following the delivery of Phases 1, 2 and 3 of the Cheltenham Transport Plan, (CTP), in line with the recommendation to proceed under a phased approach, it is proposed to progress with the trial closure of Boots Corner under Experimental Traffic Regulation Orders (ETROs). This will remove general traffic away from "Boots Corner", delivering the key objective of the Cheltenham Transport Plan (CTP)</i></p> <p>The proposals will help to improve bus reliability, removing most of the traffic from <i>a key northbound route through the town centre</i> encouraging a modal shift and therefore creating a safer environment for pedestrians and cyclists.</p>

Documenting use of sufficient information

Please document below the data and information sources that you have used to understand the needs, participation and experiences of each protected group. Evidence must be gathered as the policy is developed and used to inform decisions.

Service user data

Service user data is an important source of evidence and should be collated as part of routine monitoring of in- house or external services. If service user data is not available record 'not known' and use the action plan to identify what improvement actions will be used to gather data going forward.

[Service user diversity reports](#) are available on our website and give an indication of service user participation across commissioning areas, for example adult residential services and youth services. It does not include participation data at individual service level.

Needs analysis

[Gloucestershire population demographics](#) data is available to understand the representation of different protected groups across the county and help with needs analysis. Data like this may also be also useful for benchmarking to identify under or over representation of a service by any of the protected groups. For example, a service is open to all residents and from monitoring you know that 2% of service users are disabled: However, demographic data indicate that 16.7% of Gloucestershire residents report having a disability or long term limiting illness. This finding can be used to explore if there are barriers to participation by residents with disabilities and how this can be addressed as part of the development of your 'policy'.

Data gaps

You may find that you have more information about some of the protected groups for example, gender, age, disability and less about others, for example, sexual orientation and religion and/or belief. If data is not available and you intend to start collating data about a protected characteristic please use the action plan to outline how this data will be collated. You can find equality monitoring guidance on our [website](#) including an equality monitoring template.

If you have no plans to start collating data about a protected characteristic please state the rational why.

Service information (if applicable) or Needs analysis (if applicable)

Who is responsible for delivering the service?	<p>The TRO process including consultation, analysis of representations, preparation of any subsequent reports and confirmation of any approved Orders will be undertaken by Gloucestershire County Council (GCC), <i>with support from their Highways Team Maintenance contractor.</i></p> <p>The final design and implementation of the onsite CTP works will be undertaken by the Highways Team Maintenance contractor.</p>
Service user data/Needs analysis information	

Age	<p>Among residents in Gloucestershire:</p> <ul style="list-style-type: none"> • 22.9% are aged 0-19 • 58.5% are aged 20-64 • 18.7% are aged 65 and over <p>Among Cheltenham residents (2012):</p> <ul style="list-style-type: none"> • 17.2% are aged 0-15 • 65.5% are aged 16-64 • 17.3% are aged 65 and over <p>Gloucestershire has a lower proportion of 0-19 year olds and 20-64 year olds when compared to the national average. In contrast the proportion of people aged 65+ exceeds the national average.</p>
Disability	<p>According to the 2011 Census 16.7% of Gloucestershire residents reported having a long term limiting illness, This was below the national average.</p> <p>The Disability Rights Commission (2003) NOP survey found that 7 out of 10 disabled people with mobility and sensory impairments in Britain say that they have difficulty in accessing goods and services. The factors most likely to cause problems are steps at the entrance, heavy internal and external doors, use of disabled parking by non-disabled customers, no lifts and inaccessible toilets;</p> <ul style="list-style-type: none"> • Nationally, only 50% of disabled people of working age are employed, compared to 81% of non-disabled people. For some impairment groups the rates are even lower – only 21% of people with long term mental health conditions are working; and • The Disability Rights Commission estimates that as people are living longer and medical treatments are improving, by the year 2020, 1 in 3 people will be living with a physical, sensory or learning impairment. <p>We recognise that there is more to be done in terms of the involvement of disabled people in the development, implementation and review of the scheme. Local disability groups have been consulted, via the CBC Accessibility Working Group, with during the design period for Phases 1, 2, 3 and 4 to help identify issues and barriers and improve the concepts prior to construction.</p> <p>We have tried to ensure that disabled people have been involved in:</p> <ul style="list-style-type: none"> • Identifying the barriers in our proposals that may result in less than satisfactory outcomes; <p>Gloucestershire County Council will continue to work with known disabled groups throughout experiment in regards to the most suitable and functional highway strategy within the County. Specifically, disabled people have been involved in the development of this scheme such as the retention of the ‘Boots Corner’ crossing and access to parking facilities.</p> <p>Consideration of measures which might mitigate adverse impact and alternative options that might better achieve equality of opportunity have been considered during the design of Phases 1, 2, and 3 and are a primary consideration in the design of the Experimental Traffic Regulation Orders. These include</p> <ul style="list-style-type: none"> • <i>additional crossing facilities have been provided as part of earlier Phases, to improve accessibility where</i>

	<p>possible in the town centre.</p> <ul style="list-style-type: none"> Increased awareness of the CBC shopmobility scheme has been included as a key message within the wider scheme communication strategy, <p>This should later be reviewed in terms of possible further mitigation, should this be required in relation to all groups affected by Cheltenham Transport Plan. This would include consideration of the potential changes in air quality caused by changes to traffic patterns across the town and how this could impact on asthma sufferers.</p>
Sex	<p>The overall gender split in Gloucestershire is slightly skewed towards females, with males making up 49.0% of the population and females accounting for 51.0%. This situation is also reflected at district, regional and national level.</p>
Race (including Gypsy & Traveller)	<p>According to the 2011 Census 95.4% of Gloucestershire's population is white. Black or Ethnic Minorities make up the remaining 4.6% of the population, which is considerably lower than the 14.6% reported for England as a whole.</p> <p>English/Welsh/Scottish/Northern Irish/British make up the majority of Gloucestershire's white population. Although this is a national trend, this group accounts for a higher proportion of the total white population than elsewhere, as a result other whites are under-represented when compared to the national average.</p> <p>Asian/Asian British account for the largest proportion of Black or Ethnic Minorities in Gloucestershire, following the national trend. However the group accounts for a lower proportion of the total than it does nationally.</p> <p>At district level:</p> <ul style="list-style-type: none"> Gloucester has the highest proportion of people from a Black or Ethnic Minority, at 10.9% of the total population. However this is still considerably lower than the national average. Black or Ethnic Minorities account for a higher proportion of the total population in Cheltenham than Gloucestershire. Forest of Dean has the lowest proportion of people from a Black or Ethnic Minority, at 1.5% of the total population. The proportion of people that are classified as Other White, is higher in Cheltenham than Gloucestershire and England as a whole. The proportion of people that are classified Caribbean and White and Black Caribbean is higher in Gloucester than the county and England.
Gender reassignment	<p>Gender reassignment is defined by the Equality Act 2010 as a person proposing to undergo, is undergoing or has undergone a process (or part of a process) for the purpose of reassigning their sex by changing physiological or other attributes of sex. This means an individual does not need to have undergone any treatment or surgery to be protected by law.</p> <p>There are no official estimates of gender reassignment at either national or local level. However, in a study funded by the Home Office, the Gender Identity Research and Education Society estimate that between 300,000 and 500,000 adults in the UK are experiencing some degree of gender variance. These figures are equivalent to somewhere between 0.6% and 1% of the UK's adult population.</p>

	By applying the same proportions to Gloucestershire's adult population, we can estimate that there may be somewhere between 2,800 and 4,700 adults in the county that are experiencing some degree of gender variance.
Marriage & civil partnership	<p>Among residents of Gloucestershire:</p> <ul style="list-style-type: none"> • 30.5% are single and have never married or registered a same-sex civil partnership • 50.2% are married • 0.3% are in a registered same-sex civil partnership • 2.3% are separated but still legally married or still legally in a same sex civil partnership • 9.5% are divorced or formerly in a same sex civil partnership which is now legally dissolved • 7.2% are widowed or a surviving partner from a same sex civil partnership
Pregnancy & maternity	<p>There were 6,720 live births in Gloucestershire in 2011, 1385 in Cheltenham (2010). The largest number of live births was among the 25-34 year old age group, continuing the trend of later motherhood. This is also the age when the employment rate for women is at its highest.</p> <p>Births to mothers aged 35 and over account for a higher proportion of total births in Gloucestershire than they do nationally. Conversely births to mothers under the age of 25 make up a lower proportion of total births.</p>
Religion or Belief	<p>According to the 2011 Census, 63.5% of residents in Gloucestershire are Christian, making it the most common religion. This is followed by no religion which accounts for 26.7% of the total population.</p> <p>Gloucestershire has a higher proportion of people who are Christian, have no religion or have not stated a religion than the national average. In contrast it has a lower proportion of people who follow a religion other than Christianity, which reflects the ethnic composition of the county.</p>
Sexual Orientation	<p>There is no definitive data on sexual orientation at a local or national level. A number of studies have attempted to provide estimates for the proportion of people who may identify as lesbian, gay or bisexual, generating a range of different results.</p> <p>Estimates used by the Government Treasury, and quoted by Stonewall, suggest around 5-7% of the population aged 16+ are Lesbian, Gay or Bisexual. This would mean somewhere between 24,500 and 34,300 people in Gloucestershire are Lesbian, Gay or Bisexual.</p> <p>However, a more recent estimate from the ONS Integrated Household Survey suggests that nationally Lesbian, Gay and Bisexuals represent 1.9% of people aged 16 +. If this figure applied to Gloucestershire it would mean there were around 9,300 Lesbian, Gay and Bisexuals in the county.</p> <p>Results from the Integrated Household Survey can also be broken down by age. There are some noticeable differences, with 2.7% of those aged 16-24 identifying themselves as Gay, Lesbian or Bisexual, compared with only 0.4% of those aged 65 and over.</p>

Other information

Service user data is taken from the Gloucestershire Equality Report 2013, available at:
<http://www.maiden.gov.uk/InstantAtlas/Equalities/atlas.html>

As well as the key groups identified within this Due Regard Statement, the proposed scheme will impact upon local residents and businesses as well as commuters and visitors to Cheltenham town centre.

No service user data is available relating to the precise neighbourhood covered by the proposed transport plan scheme. The service user data provided relates to Gloucestershire.

Workforce data

Please document details of GCC staff only if they will be affected by the proposed activity. This could include GCC staff transferring under TUPE to a new service provider, relocating, employment at risk. **GCC [Workforce diversity reports](#)** are available on our website.

If the proposed activity does not affect GCC staff, please state 'Not affected below'.

Total number of GCC staff affected	Only so far as they use the highway network to deliver certain services which will be restricted in the same way as other highway users. Exemptions are provided for the maintenance, cleansing and other servicing of the highway network.
Age	

Disability	
Sex	
Race (including Gypsy & Traveller)	
Gender reassignment	
Marriage & civil partnership	
Pregnancy & maternity	
Religion or Belief	
Sexual Orientation	

Consultation and engagement

List all types of consultation that has taken place during the development of this activity. Include on-line consultations, events, meetings with stakeholders, community events, employee consultation exercises etc.

Service users	<p><i>Extensive consultation & engagement on the overall CTP undertaken in 2013-2015: In summary: Summer 2013, the broad impact of the potential TROs required for the delivery of the CTP were discussed with those people and groups who raised questions during that consultation. Also a number of workgroup meetings, at which representatives of the protected groups were involved were undertaken by the Cheltenham Borough Council Working Group/Taskforce. These considered specific issues around topics such as accessibility etc. and included meetings with the Disability Forum (including representatives for Guide Dogs for the Blind, Mobility Impaired, Deaf, Macro Degeneration), C5 – Parish Council Group (Charlton Kings, Leckhampton, Prestbury, Up Hatherley and Swindon Village), Cheltenham in Focus (including Cheltenham Civic Society, Friends of Pittville, St Phillips and St James Residents Association, Friends of Imperial Square and Gardens, Cheltenham Conservation Area Advisory Panel, Leglag, St Luke's Residents, Ham Residents, Friends of</i></p>
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	<p>Montpellier Gardens and Bandstand, Montpellier Association, Transition Town Cheltenham, Cheltenham in Bloom, Swindon Village Society, Swindon Village Society, Cheltenham Connect + Transition Town Cheltenham), representatives from Hackney Carriages Association and the Private Hire Association, The Playhouse Theatre, Bence Builders Merchants and Fire Service.</p> <p>The results of the CTP consultations provided valuable input that allowed the details of the proposed TROs to be adjusted to accommodate, where possible, some of the concerns raised.</p> <p>As part of the TRO consultation Gloucestershire County Councils standard list of Consultees (including statutory consultees) was used this included; Police, Fire, Ambulance, County Councillors, Cheltenham Borough Council, Hackney Carriages, Private Hire, Road Haulage Association, Freight Transport Association, Gloucestershire County Council Parking Manager, Cheltenham & Tewkesbury Cycle Group, Cheltenham Civic Society, MP for Cheltenham and Stagecoach, Guidedogs for the Blind were also included. These parties were also updated with regards to the second consultation.</p> <p>All parties were subsequently invited to the TRO Committee meeting.</p> <p>Statutory consultation was undertaken 28th March – 28th April 2014, during this time 243 representations were received. The majority of these, 159, raised objections, most of these focused on the principals of the CTP rather than the specific TROs being proposed. However based on those representations that did highlight TRO concerns it was therefore proposed to undertake a second round of statutory consultation in order to make further alterations to mitigate, where possible, some of those concerns raised.</p> <p>Statutory re-consultation was undertaken 30th October - 30th November 2014, during this time 134 new representations were received. The majority of these, 108, were objections. A petition containing 110 signatures was also received. 1 objector withdrew their objection based on further information provided to them.</p> <p>The Proposals were put in front of the Gloucestershire Traffic Regulation Order Committee on 15th January 2015, which was open to public attendance. The purpose of the TRO committee is to respond to consultation upon executive proposals for traffic regulation orders to which valid objections have been received and not been resolved or withdrawn.</p> <p>Both statutory consultees and members of the public were able to address the committee and debate the proposals. The TRO committee acknowledged the concerns raised during the consultations and recommended that the Boots Corner element of the Traffic Regulation Orders be adopted on an experimental basis following completion of the other aspects of the proposals. The phased approach allows the effects to be monitored and mitigated over time if required.</p> <p>The Cheltenham Transport Plan TRO proposals were debated at full GCC Cabinet on July 22nd 2015, in an open and public forum, which provided a further opportunity for consultees to submit questions to the elected members.</p> <p><i>During construction of each previous Phase, consultation with adjacent properties and GCC's standard list of consultees was</i></p>
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	<p><i>undertaken. Additionally, all formal objectors to the scheme were provided with updates. The design of each phase has also been discussed and reviewed at CBC's Accessibility Working Groups and GCC Cycle Liaison group meetings.</i></p> <p><i>Information on the proposals for Phase 4 were shared in February 2018 with all 1,001 properties within the proposed Experimental TRO area, together with GCC's list of standard consultees and all prior objectors to the scheme.</i></p> <p><i>Formal representation will be possible for six months following commencement of the Experimental TROs in June 2018. If any changes are made during the first 12 months of the experimental TRO, a further 6 month formal representation period will apply.</i></p> <p>.</p>
Workforce	Not affected
Partners	As GCC have been commissioned by Cheltenham Borough Council to deliver the CTP on their behalf, the intention to undertake further statutory consultation has been reported back to their Officers and Members.
External providers of services	Ongoing discussions will continue during the TRO consultation process to enable any alternative and/or mitigation measures to be considered and implemented where feasible.

Equality analysis: Summary of what the evidence shows and how has it been used

This section will allow you to outline how the evidence has been used to show 'due regard' to the three aims of the general equality duty. It is important that this consideration is thorough and based on sufficient information. Consideration should be relevant and proportionate.

- Eliminate discrimination
- Advance equality of opportunity
- Promote good relations.

- 1 Implementation of bus lanes preventing vehicular access. *Exemptions for: Local buses, taxis, pedal cycles, Authorised Vehicles: Private Hire Vehicles; Loading or Unloading 6pm-10am, for access to/egress from private off-carriageway parking situated on Church Street and Post Office Lane; for access to/egress from the underground car park on Clarence Street; employees accessing parking connected to 7 North Street; Bullion Vehicles; Post Office Vehicles; Holders of permits issued by Gloucestershire County Council for access purposes; and general vehicle exemptions such as emergency service vehicles, maintenance vehicles, waste collection vehicles, military vehicles.*

This assists to remove the barrier in respect of pedestrian movement between the town centre and the lower section of the High Street.

Protected group	Challenge or opportunity considered and what we did
Age (A)	<p>The reduction of town centre traffic is likely to benefit the elderly and young by providing a more pedestrian friendly environment, but will also reduce the ability to drop off within the town centre. However access may still be obtained by the use of bus, community bus services or hackney carriage taxis, many of those who fall within this category already benefit from subsidised fares. Improved pedestrian environment will aid with cross town movements. Also improved access to town centre car parks will provide alternative parking locations.</p> <p>The <i>Phase 4 communication strategy</i> includes a media campaign <i>to distribute information about the experimental TRO. This allows individuals & groups (protected or otherwise) who may require extra assistance the opportunity to contact the Council for additional updates and/or meetings.</i> The potential positive and negative impacts of the scheme will be further assessed, safety audited and monitored should further mitigation works in the area be required.</p> <p>During the first consultation concerns were raised about the impact which the changes to the centre of Cheltenham would have on the disabled, elderly or very young pedestrians. The removal of the signal control crossing at Boots Corner was seen as a potential negative impact on those groups, and therefore, the second consultation confirmed that the Boots Crossing would remain in place to reduce the impact the scheme might have on those groups.</p> <p>During the first consultation concerns were raised that coach parties may not be able to easily</p>

	access the town centre to get to venues such as the Everyman Theatre for Pantomimes and plays, this may now be mitigated through buses being allowed through the restrictions.
Disability (D)	<p>This will reduce the ability for town centre drop offs by private vehicles. However access may still be obtained by the use of bus, community bus services or hackney carriage taxis. <i>Disabled bus users already benefit from a concessionary bus pass scheme in the County.</i> Improved pedestrian environment will aid with cross town movements. Also improved access to town centre car parks will provide alternative parking locations. <i>11 Additional blue badge spaces have been provided in Crescent Terrace, Inner Promenade, Grosvenor Place South, Imperial Square and Clarence Street to maintain and enhance the loss of the 7 blue badge spaces on Pittville Street and 2 blue badge spaces in Imperial Square. Additionally, all CBC off-street car parks have blue badge spaces. The changes to the road network delivered as part of the initial phases have provided improved access to the town centre car parks.</i></p> <p>During the first consultation concerns were raised about the impact which the changes to the centre of Cheltenham would have on the blind or partially sighted pedestrians. The removal of the signal control crossing at Boots Corner was seen as a potential negative impact on those groups, and therefore, the second consultation confirmed that the Boots Crossing would remain in place to reduce the impact the scheme might have on those groups.</p> <p>During the second consultation concerns were raised about increased traffic on specific streets and the potential for increased air pollution with detrimental effect on asthma sufferers. Although the predicted increases in traffic are not significant above the background increases in traffic growth without the scheme in place, it was agreed that air pollution would be monitored.</p> <p>A key element of the delivery of Phase 4 is a communication plan which includes a media campaign and updates and/or meetings with groups (protected or otherwise) who may require extra assistance. The potential positive and negative impacts of the scheme would be further assessed, safety audited and monitored should further mitigation works in the area be required.</p> <p><i>The Boots Corner elements of the scheme are to be trialled in summer 2018, under an experimental Traffic Regulation Order, following the completion of the Inner Ring Road</i></p>

	<i>changes. Disabled groups will be engaged with as part of the trial and any subsequent scheme if the trial is deemed successful.</i>
Sex (S)	In relation to this TRO, there is no evidence to suggest either a positive or negative impact to this group.
Race (including Gypsy & Traveller)(R))	
Gender reassignment (GR)	
Marriage & civil partnership (MCP)	
Pregnancy & maternity (PM)	<p>This will reduce the ability for town centre drop offs by private vehicles. However access may still be obtained by the use of bus, community bus services or hackney carriage taxis.</p> <p>Parents with young children wishing to use the buses currently benefit from subsidised fares, this will continue.</p> <p>Improved pedestrian environment will aid with cross town movements. Also improved access to town centre car parks will provide alternative parking locations.</p>
Religion and/or Belief (RAOB)	In relation to this TRO, there is no evidence to suggest either a positive or negative impact to these groups.
Sexual Orientation (SO)	

- 2 Implement new one-way traffic flow on existing two-way roads (Crescent Place, Clarence Street and Clarence Parade). Necessary to help facilitate other changes to the highway network.

Age (A)	In relation to this TRO, there is no evidence to suggest either a positive or negative impact to these groups.
Disability (D)	
Sex (S)	
Race (including Gypsy & Traveller)(R))	
Gender reassignment (GR)	
Marriage & civil partnership (MCP)	
Pregnancy & maternity (PM)	
Religion and/or Belief (RAOB)	

Sexual Orientation (SO)	
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3 Various alterations to waiting, parking, loading and Pay & Display restrictions.

Age (A)	<p>The elderly maybe affected by the reduced availability to park close to the town centre although improved access to car parks may help alleviate this. Cheltenham's Shopmobility scheme is located in St. George's Place, offering the loan of mobility equipment and is open to all.</p> <p>With regards to on street parking there is little change, as the roads within the Experimental TRO did not provide on-street parking.</p> <p>Maintained access for community bus services etc will also provide access opportunities.</p>
Disability (D)	<p>All Cheltenham Borough Council car parks contain disabled spaces and the majority are free for disabled users, there are 15 Borough car parks located in and around the town centre. There is further parking available within private car parks located within the town centre which also contain disabled parking facilities.</p> <p>With regards to on street parking the loss of existing dedicated disabled spaces in Pittville Street and Imperial Square North is 9, however 11 (approximate numbers based on the average length of a medium sized car) new dedicated disabled spaces are <i>have been created in Crescent Terrace, Inner Promenade, Grosvenor Place South, Imperial Square East and Clarence Street</i> either by extending existing provisions or creating new provisions as close to the town centre as possible. So as to not disadvantage users of the bays, There is likely to be little impact on those using disabled parking in the area.</p>
Sex (S)	

Race (including Gypsy & Traveller)(R))	In relation to this TRO, there is no evidence to suggest either a positive or negative impact to this group.
Gender reassignment (GR)	
Marriage & civil partnership (MCP)	
Pregnancy & maternity (PM)	
Religion and/or Belief (RAOB)	In relation to this TRO, there is no evidence to suggest either a positive or negative impact to this group.
Sexual Orientation (SO)	In relation to this TRO, there is no evidence to suggest either a positive or negative impact to this group.

13 *Displaced traffic from the closure of North Street (Boots Corner) altering traffic patterns and air quality.*

Age (A)	The elderly and very young maybe affected in some areas by the increased traffic due to reduced crossing opportunities in some locations. In other areas it is likely that reductions in the amount of traffic will improve crossing opportunities at uncontrolled crossing locations.
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	<p>It is not anticipated that areas across the Borough that do not currently exceed Government <i>Air Quality</i> limits will <i>experience</i> increases <i>which exceed Air Quality limits following the scheme</i> being implemented. Air Quality will be monitored across Cheltenham during the trial period. This will provide information to understand the any effects of the scheme and if any further mitigation measures may be required.. There are further funds available for mitigation works.</p> <p>Key public facilities such as the hospital will remain accessible as normal and have been fully consulted along with all emergency services, which have no objections to the scheme.</p> <p>Any small increases in air pollution are unlikely to cause any long term health issues and many areas will see improved air quality as a result of the proposed scheme.</p>
Disability (D)	<p>The disabled maybe affected in some areas by the increased traffic due to reduced crossing opportunities in some locations. In other areas it is likely that reductions in the amount of traffic will improve crossing opportunities at uncontrolled crossing locations.</p> <p>Overall the Cheltenham Transport Plan seeks to reduce the impact from predicted traffic growth by encouraging modal shift to more sustainable modes of transport; however, increased traffic on some roads may lead to increased emissions and potential decreases in air quality affecting asthmas sufferers. Overall the scheme is predicted to have a negligible impact on air quality.</p>
Sex (S)	<p>In relation to this TRO, there is no evidence to suggest either a positive or negative impact to this group.</p>
Race (including Gypsy & Traveller)(R))	
Gender reassignment (GR)	

<i>Marriage & civil partnership (MCP)</i>	
<i>Pregnancy & maternity (PM)</i>	Pedestrians (include parents with young children in prams) maybe affected in some areas by the increased traffic due to reduced crossing opportunities in some locations as a result of increased traffic. In other areas it is likely that reductions in the amount of traffic will improve crossing opportunities at uncontrolled crossing locations making it easier to cross.
<i>Religion and/or Belief (RAOB)</i>	In relation to this TRO, there is no evidence to suggest either a positive or negative impact to this group.
<i>Sexual Orientation (SO)</i>	

Strengthening actions: Planning for further improvements

Please outline here what actions are required for further improvements to address challenges or opportunities, for example:

- Arrangements for continued/new engagement with stakeholders, staff, service users
- Plans to close data gaps across any of the protected characteristics through reviewed contract management arrangements
- Identify other plans already underway to address the challenges or opportunities identified in this statement
- Share findings with partner organisations.

If none, state 'none' below.

Action Plan

Action	Who is accountable	Time frame
Consideration of all representations submitted to the TRO consultation	GCC staff facilitating the delivery of the TRO process	Upon completion of the <i>Experimental</i> TRO consultation process.
Additional mitigation discussions if required	Project promotion and GCC facilitation teams	Dependent on results of <i>Experimental</i> TRO consultations
<i>A joint GCC / CBC communication strategy which will provide the public with awareness and familiarisation of the changes to about the changes to the town centre, Additional meetings with voluntary groups (e.g. accessibility groups) will be held to provide additional information and support</i>	GCC / CBC communication and facilitation teams.	<i>As required in advance and during Experimental TRO</i>
12 month review after any scheme implementation, including a review of the due regard statement.	GCC staff facilitating the delivery of the TRO process	12 months after scheme completion

Monitoring and Review

Please indicate what processes/actions will be put in place to keep this ‘activity’ under review. For example will progress be monitored/ reported to a board, scrutiny committee, project board etc

<i>The Council will undertake traffic monitoring and analysis throughout the experiment to aid in deciding the outcome of the trial.</i>
<i>Journey time monitoring will be undertaken during the initial 4 weeks on key routes to understand short term effects on wider road network.</i>
<i>Longer term monitoring and assessment of traffic flows across town centre against pre-CTP traffic volumes will be undertaken at 3</i>

month intervals.

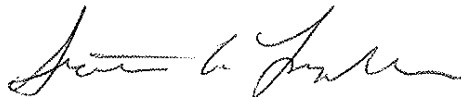
As with all infrastructure projects of this size and impact the Council will review and monitor the scheme by personal observations and also collation of comments submitted by anyone wishing to make such comments. Any proposed mitigation or changes to the Experimental TROs if required, will then be considered and consulted on as appropriate.

order to implement a trial be considered it will have to follow the normal processes for public consultation. Furthermore,

Sign off and Scrutiny

By signing this statement off as complete you are confirming that 'you' have examined sufficient information across all the protected groups and used that information to show due regard to the three aims of the general duty. This has informed the development of the activity

Senior level sign off:



Date:

I am in agreement that sufficient information and analysis has been used to inform the development of this 'activity' and that any proposed improvement actions are appropriate and I confirm that I as the decision maker have been able to show due regard to the needs set out in section 149 of the Equality Act 2010.

Name of relevant Portfolio Holder/Cabinet Member:	
Signed by Portfolio Holder/Cabinet Member:	Date:

Publication

If this statement accompanies cabinet paper it will be published as part of the cabinet report publication process. Statements accompanying cabinet reports are also published on our website. If this statement is not to be submitted with a cabinet paper please maintain a copy for your own records that can be retrieved for internal review and also in case of future challenge.