



# **Orford Low Traffic Neighbourhood**

Equality Impact Assessment

March 2022



Mott MacDonald  
35 Newhall Street  
Birmingham B3 3PU  
United Kingdom

T +44 (0)121 234 1500  
mottmac.com

# **Orford Low Traffic Neighbourhood**

Equality Impact Assessment

March 2022

# Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
1	24.03.2022	-	-	-	-

## Document reference:

### Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

---

# Contents

Executive summary	1
<b>1 Introduction</b>	<b>3</b>
1.1 Purpose of the Equality Impact Assessment	3
1.2 The Equality Impact assessment	3
1.2.1 The Equality Impact Assessment and Public Sector Equality Duty	3
1.3 Assessing equality impacts	4
1.3.1 Protected characteristics	4
1.3.2 Protected characteristic groups	5
1.4 Overall approach to the EqIA	6
1.5 Methodology	6
1.5.2 Evidence, distribution and proportionality	7
1.5.3 Engagement analysis	7
1.5.4 Impact assessment	7
1.5.5 Action planning	8
<b>2 Understanding the project</b>	<b>9</b>
2.1 Overview of the Orford LTN scheme	9
2.2 The Streets Plan proposal	9
2.3 Expected benefits of the scheme	10
2.4 Existing mitigations to help manage potential equality effects	10
<b>3 Evidence, distribution and proportionality</b>	<b>12</b>
3.1 Area profile	12
3.1.1 The local area	12
3.1.2 Overview of socio-demographic baseline	13
3.1.3 Community resources	16
3.1.4 Businesses	17
3.1.5 Residential properties	15
3.1.6 Car ownership and parking areas	18
3.1.7 Public transport	18
3.1.8 Cycle routes	18
3.2 High-level literature review	19
3.2.2 Shift away from car travel	22
<b>4 Engagement analysis</b>	<b>24</b>
4.1 Overview	24
4.2 Stakeholder engagement	24
4.3 Conclusions from the engagement	27

5	Impact assessment	28
6	Action planning	34
7	Conclusions	36
A.	Area profile and proportionality	37

# Executive summary

## Overview of commission

Mott MacDonald has been commissioned by Warrington Borough Council (WBC) with undertaking an Equality Impact Assessment (EqIA) which explores the impacts of the Orford Low Traffic Neighbourhood (LTN) interventions on different sections of the local population. In particular, it examines impacts on those groups and communities who may be most sensitive to change, as well as on the people that live, work, and visit the study area.

The assessment is intended to inform WBC of actions that should be taken to ensure the design and implementation of Orford LTN will not create unintended adverse outcomes for people with characteristics protected under the Equality Act 2010 (“the Equality Act”)<sup>1</sup>, and, where appropriate, make recommendations for mitigating or managing effects.

## Summary of the EqIA

The EqIA investigates the effects of the Orford LTN scheme's implementation, particularly for persons who live and work in the neighbourhood. The assessment of equality effects was determined by a combination of factors, including the affected groups' sensitivity to the proposed changes, the distribution of those groups within the neighbourhood, the nature of the effect, and any mitigation measures in place to manage those effects.

The EqIA process is focused on the potential effects likely to be experienced by those living and working in the community in light of their ‘protected characteristics’ under the Equality Act. It identifies any differential or disproportionate risks and opportunities on those with protected characteristics that may arise as a result of the introduction of the Orford LTN scheme and sets out potential mitigation or enhancement measures that WBC can put in place to address them.

## Findings

The findings for the main effects identified for the impact of the Orford LTN scheme, which provides different risks and opportunities for those living and working in the neighbourhood, are presented in this EqIA.

The table below sets out the key findings of the assessment.

**Table 1.1: Summary of potential equality effects**

Thematic area	Potential risk or opportunity	Overall equality effect
<b>Reducing traffic volumes</b>	<b>Making streets safer</b> (opportunity) – Reduced traffic flow and introduction of modal filters	Overall potential <b>positive</b> equality effects
<b>Reducing traffic volumes</b>	<b>Encouraging active travel</b> (opportunity) – Conditions improved for those walking and cycling in the LTN	Overall potential <b>positive</b> equality effects
<b>Reducing traffic volumes</b>	<b>Improved air quality</b> (opportunity) – Reduced traffic flow and reduced air pollution from vehicle fumes	Overall potential <b>positive</b> equality effects
<b>Reducing traffic volumes</b>	<b>Decrease in noise pollution</b> (opportunity) – Reduced traffic flow and reduced noise pollution from vehicle traffic	Overall potential <b>positive</b> equality effects

<sup>1</sup> Equality Act 2010 Available at: [Equality Act 2010 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2010/15/section/1)

<b>Shift away from car travel</b>	<b>Making streets safer</b> (opportunity) – Fewer vehicles on the road and active frontages are likely to reduce street crime in the LTN	Overall potential <b>positive</b> equality effects
<b>Shift away from car travel</b>	<b>Accessibility/ severance</b> (risk) – Road closures may impact mobility and journey times, which can impact already-difficult experiences for affected groups	Overall, <b>no substantial adverse</b> equality effects
<b>Change in parking behaviour</b>	Reduced anti-social parking behaviour and fewer on-road obstructions (opportunity)	Overall, be <b>no major adverse or beneficial</b> equality effects

According to the assessment, the Orford LTN scheme has the potential to increase equality opportunities for several protected characteristic groups that live, work, or visit Orford.

# 1 Introduction

This report sets out the findings of the Equality Impact Assessment (EqIA) for Warrington Borough Council's (WBC's) Orford Low Traffic Neighbourhood scheme (herein referred to as 'Orford LTN scheme', 'Orford LTN' or 'the scheme').

This introductory chapter sets out the purpose and scope of the EqIA as well as the requirements of the Equality Act 2010 ('the Equality Act'), the approach taken to this EqIA, and tasks undertaken throughout this process.

## 1.1 Purpose of the Equality Impact Assessment

The EqIA sets out the key potential equality impacts of the Orford LTN scheme, with a particular focus on people with characteristics protected under the Equality Act.

Protected characteristics include the following (as defined by the Equality Act): age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sex and sexual orientation.

The purpose of the EqIA is to help WBC understand the potential impacts of the introduction of the Orford LTN scheme and to set out actions that should be taken to ensure that the scheme will not create unintended adverse outcomes for people with characteristics protected under the Equality Act. The impacts of the LTN implementation will be monitored during a trial period running from Spring 2022 to Summer 2023 – following a comprehensive monitoring plan for the project.

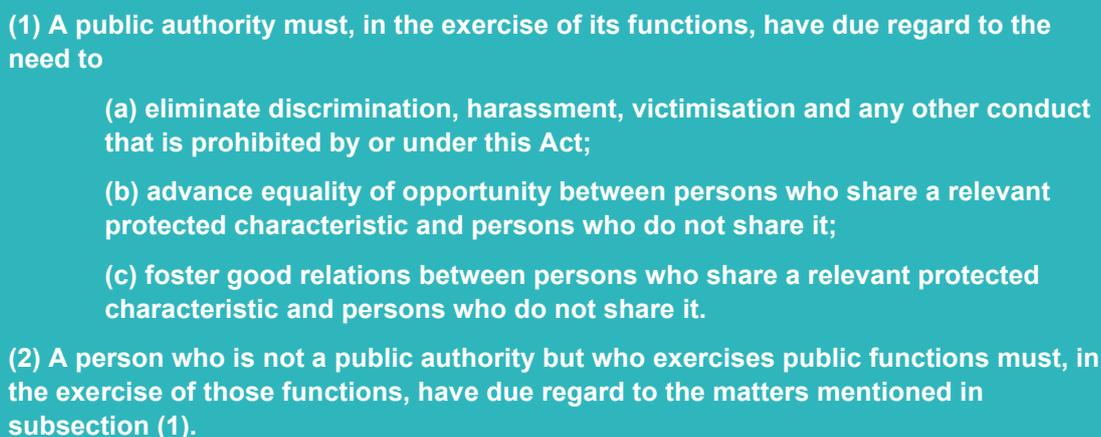
This report outlines the findings of the impact assessment for the Orford LTN scheme and provides recommendations for mitigation and further enhancement where appropriate.

## 1.2 The Equality Impact assessment

### 1.2.1 The Equality Impact Assessment and Public Sector Equality Duty

The EqIA sets out the key potential equality impacts of the Orford LTN. It has been undertaken as part of an ongoing process in support of WBC's obligations under current UK equality legislation, and in particular The Equality Act. The Equality Act establishes a Public Sector Equality Duty (PSED), at section 149 and is set out in Figure 1.1 below.

**Figure 1.1: Article 149 of the Equality Act: The Public Sector Equality Duty**

- 
- (1) A public authority must, in the exercise of its functions, have due regard to the need to
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- (2) A person who is not a public authority but who exercises public functions must, in the exercise of those functions, have due regard to the matters mentioned in subsection (1).

**(3) Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to**

- (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that is connected to that characteristic;**
- (b) take steps to meet the needs of persons who share a relevant protected characteristic that is different from the needs of persons who do not share it;**
- (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.**

Source: Equality Act 2010

The PSED is intended to support good decision-making. It encourages public authorities and those carrying out public functions, such as the Council, to understand how different people will be affected by their activities. This helps to ensure that services and policies are appropriate and accessible to all and that they meet different people's needs. The Council must demonstrate that it has shown due regard to the aims of the PSED throughout the development and delivery of the Orford Low Traffic Neighbourhood. The process used to do this must take into account the protected characteristics which are identified in section 1.3.2.

### **1.3 Assessing equality impacts**

While the PSED does not specify a particular process for public authorities to follow when assessing the likely effects of policies, programmes, and schemes on different segments of society, this process is typically carried out through some form of equality analysis, which may include an EqIA.

Public entities can be more efficient and successful by recognising the impact of their actions on different individuals and how inclusive delivery may support and open up opportunities. As a result, the PSED assists public entities in meeting the Government's overall goals for public services.

The PSED indicates that public institutions should take measures to accommodate the diverse needs of individuals with protected characteristics, as well as encourage participation from these groups where this is disproportionately low. Conducting equality assessments, such as an EqIA, assists in demonstrating how a public body complies with the PSED by:

- providing a written record of the equality considerations which have been taken into account;
- ensuring that decision-making includes a consideration of the action that would help to avoid or mitigate any negative impacts on particular protected characteristic groups; and
- supporting evidence-based and more transparent decision-making.

#### **1.3.1 Protected characteristics**

An EqIA provides a systematic assessment of the likely or actual effects of policies or proposals on social groups with the following protected characteristics (as defined by the Equality Act):

Protected characteristic	Equality and Human Rights Commission (EHRC) definition
<b>Age</b>	A person belonging to a particular age (for example 32-year olds) or range of ages (for example 18 to 30-year olds).
<b>Disability</b>	A person has a disability if she or he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.
<b>Gender reassignment</b>	The process of transitioning from one gender to another.
<b>Marriage and civil partnership</b>	Marriage is a union between a man and a woman or between a same-sex couple.  Couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act).
<b>Pregnancy and maternity</b>	Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.
<b>Race</b>	Refers to the protected characteristic of race. It refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins.
<b>Religion and belief</b>	Religion has the meaning usually given to it, but belief includes religious and philosophical beliefs including lack of belief (such as Atheism). Generally, a belief should affect someone's life choices or the way they live for it to be included in the definition.
<b>Sex</b>	A man, woman or non-binary person.
<b>Sexual orientation</b>	Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

Source: Equality Act 2010 and Equality and Human Rights Commission, 2019

The analysis determines the likely or actual effects of the programme on protected characteristic groups by:

- Assessing whether one or more of these groups could experience differential effects (whether effects are likely to be experienced differently to other sections of the general population) as a result of the proposed Orford LTN scheme.
- Identifying whether one or more of these groups could experience disproportionate effects (over and above the effects likely to be experienced by other sections of the general population) as a result of the proposed Orford LTN scheme.
- Exploring opportunities to promote equality more effectively.
- Establishing ways in which any disproportionate negative impacts could be removed or mitigated to prevent any unlawful discrimination and minimise inequality of outcomes.

### 1.3.2 Protected characteristic groups

For the purposes of this EqlA, protected characteristic groups have been identified within certain protected characteristic group categories based on the desk-based evidence review to improve the assessment. Although not a protected characteristic under the Equality Act, this report also

considers people living on a low income, as the literature review identified several potential effects on this group across thematic areas.

- Within 'age', all age ranges are considered, but specific protected characteristic groups include children (aged under 16 years), younger people (16-24 years), and older people (those aged 65 or over)
- Within 'race', all races and ethnicities are considered, but 'ethnic minority backgrounds' refer to non-White British communities.
- Within 'religion and belief', all religious and belief groups are considered, but the term 'Minority faith groups' refers to religious groups who are not Christian (Buddhist, Hindu, Jewish, Muslim, Sikh, and 'other'). The protected characteristic group 'no-religion' is also considered.
- Within 'sexual orientation' and 'gender reassignment', all sexual orientations and gender statuses are considered, but the 'Lesbian, Gay, Bisexual, Transgender +' (LGBT+) community is considered together.
- Within 'sex', the protected characteristic groups of men and women are used.

Within 'pregnancy and maternity', pregnant women are reported as a protected characteristic group where the effect only relates to pregnancy.

## 1.4 Overall approach to the EqIA

We draw on our INCLUDE toolkit, which is a robust way in which to consider the actual or likely, positive or negative, impacts of policies, projects and programmes on social inclusion and equality. The toolkit is able to focus on particular sections of a community, including people with protected characteristics, and helps to ensure that they are considered at each stage of a project. INCLUDE proceeds over five steps:



## 1.5 Methodology

Within the steps above, the following tasks were undertaken to deliver the assessment:

### 1.5.1 Understanding the project

**Review of associated documentation and policies:** Associated documents and proposals produced by WBC were reviewed to gain a better understanding of the Orford LTN proposals within the context of the local area.

The objectives, history and development of the proposals to date were also examined. Documents reviewed for the EqIA include:

- Warrington Central 6 Regeneration masterplan
- Warrington LTN Baseline Report
- Warrington Central 6 Streets Plan
- Warrington Central 6 Streets Plan – Public Engagement Report
- Orford Consultation Boards – Stage 1 & 2

### 1.5.2 Evidence, distribution and proportionality

**Desk-based evidence and literature review:** In order to better understand the potential equality risks and opportunities arising from the scheme, and to help to identify possible mitigation measures and opportunities associated with the scheme, relevant published literature from governmental, academic, third sector and other sources were reviewed. This allowed for the characterisation of potential risks and opportunities typically associated with the scheme, and to better understand whether they applied in this instance.

**Demographic analysis of the study area:** A social and demographic profile of the study area in which the Orford LTN is located was collated using publicly available data. This has been compared with the Warrington local authority and wider regional and national social and demographic profiles to build a comparative picture of its demographic composition. The local study area (herein 'study area') comprises the area within the Orford LTN boundary.

### 1.5.3 Engagement analysis

WBC has committed to implementing a programme of consultation and engagement with residents to inform them of the LTN schemes. A desk-based analysis was undertaken of the feedback from the public consultation that took place online, in-person and through online surveys. Key equality themes were drawn out, providing additional supporting evidence relating to potential impacts.

### 1.5.4 Impact assessment

**Assessment of potential impacts:** Potential impacts were identified and assessed using the research undertaken in the stages above. Assessment of impacts was undertaken in light of the sensitivity of the affected parties to traffic and environmental impacts, and distribution of people with protected characteristics amongst residents of the impact area. Both adverse and beneficial impacts were identified.

**Types of equality effects considered:** Potential effects arising from the redevelopment will be assessed as either differential or disproportionate.

- **Differential effects:** Differential effects occur where people with protected characteristics are likely to be affected in a different way to other members of the general population. This may be because groups have specific needs or are more susceptible to the effect due to their protected characteristics. Differential effects are not dependent on the number of people affected.
- **Disproportionate effects:** Disproportionate effects occur where there is likely to be a comparatively greater effect on an equality group than on other sections of the general population. Disproportionate effects may occur if the affected community includes a greater than average proportion of people with a particular protected characteristic, or because people from a particular protected characteristic group are the primary users of an affected resource.

**Methodology for identifying and assessing equality effects:** The assessment of effects across the EqIA process is predominantly qualitative and outlines the impact on those who live in, work in or visit the study area.

The assessment considers, where possible and applicable:

- whether the proposed measures associated with the LTN will have a positive or negative effect on people who live in the area;
- the duration, frequency and permanence of the impacts;
- the severity of the impact and the amount of change relative to the baseline conditions; and
- the capacity of the affected protected characteristic groups to absorb the impacts (their resilience).

### 1.5.5 Action planning

**Action planning and making recommendations:** An action plan and a series of recommendations have been developed to help manage the effects of the proposed measures associated with the Orford LTN scheme in a way that minimises the potential for adverse effects where appropriate or enhances the benefits identified

## 2 Understanding the project

### 2.1 Overview of the Orford LTN scheme

WBC has been awarded funding through the UK Government's Active Travel Fund, within which there is an allocation for the delivery of local access improvements within the Central 6 area, with Orford initially identified as a focus area. Mott MacDonald and Living Streets have been appointed as advisors with the aim of delivering a Low Traffic Neighbourhood (LTN) for Orford within the Central 6 area. The Central 6 Streets Plan concept development process started after the first stage of consultation on 'Issues & Opportunities' – aiming to address the key challenges in Orford.

LTNs are schemes that greatly reduce motor vehicle traffic in residential areas by closing off streets to through-traffic, so that people can drive to it but cannot drive through it. This prevents drivers from using residential roads as shortcuts, often referred to as 'rat-running', making it easier and safer for pedestrians and cyclists<sup>2</sup>. Networks of streets are opened up by using temporary or permanent 'modal filters', such as bollards or planters, of which there are four in Orford. The expected benefits include improved conditions for walking and cycling, better road safety outcomes, and reduced air and noise pollution<sup>3</sup>.

Orford has therefore been identified as an area for potential regeneration by the Central 6 Streets Plan, with a top priority of a 'better, cleaner and safer environment'. Improving networks for active travel over motorised vehicle use will encourage more direct, safe and convenient routes for walking and cycling.

### 2.2 The Streets Plan proposal

Whilst car access will be retained to all properties (including homes, businesses and community sites), the preferred option proposes eight 'modal filters':

- "Walk & Cycle Only" filters at:
  - Hale Street
  - Central Avenue
  - Alder Lane (2 filters)
  - Fitzherbert Street
  - Mortimer Avenue
  - South Avenue
- One "Bus & Taxi Only" filter is proposed at the southern end of Hallfields Road, prioritising public transport on this route.

Figure 2.1 illustrates the location of the proposed modal filters within Orford LTN scheme.

---

<sup>2</sup> Sustrans (2020) "What is a low traffic neighbourhood?" Available at: <https://www.sustrans.org.uk/our-blog/get-active/2020/in-your-community/what-is-a-low-traffic-neighbourhood>

<sup>3</sup> Warrington ATF Low Traffic Neighbourhoods: Baseline Report

Figure 2.1: Orford LTN preferred option



Source: Mot MacDonald, 2022

### 2.3 Expected benefits of the scheme

An LTN would result in significant reductions in traffic levels on the majority of streets in the area. The expected benefits include improved conditions for walking and cycling, better road safety outcomes, and reduced air and noise pollution<sup>4</sup>:

- **Inclusive streets:** users with additional mobility requirements will find easier to use and move around;
- **Better streets:** more attractive places will encourage outdoor activity;
- **Safer streets:** risks to people walking, cycling and socialising will be reduced;
- **Cleaner air:** air quality will be improved;
- **Greener streets:** there is an opportunity to provide biodiversity by planting flowers, shrubs and trees;
- **Street for play:** children and younger people will have safer environments;
- **Healthier streets:** active travel will be encouraged for everyday journeys;
- **Cleaner streets:** less litter and clutter will create a tidier environment.

### 2.4 Existing mitigations to help manage potential equality effects

- People will be supported to find new routes.
- GPS, route planning and mapping companies (including satellite navigation providers) will be provided with updated information on road closures and diversions.

<sup>4</sup> Warrington ATF Low Traffic Neighbourhoods: Baseline Report

- Emergency Services will be engaged throughout the process to ensure that the schemes provide a suitable level of access to all areas, with no detriment to their operations
- The situation will be monitored throughout the trial, as part of a comprehensive monitoring plan for the project.

# 3 Evidence, distribution and proportionality

## 3.1 Area profile

### 3.1.1 The local area

Orford is one of 22 wards within Warrington, a unitary authority in Cheshire, England, on the banks of River Mersey. Orford is a predominantly residential neighbourhood, with green space and cycle routes, bounded on the west by the A49 Winwick Road and on the northern to the eastern border by the A50.

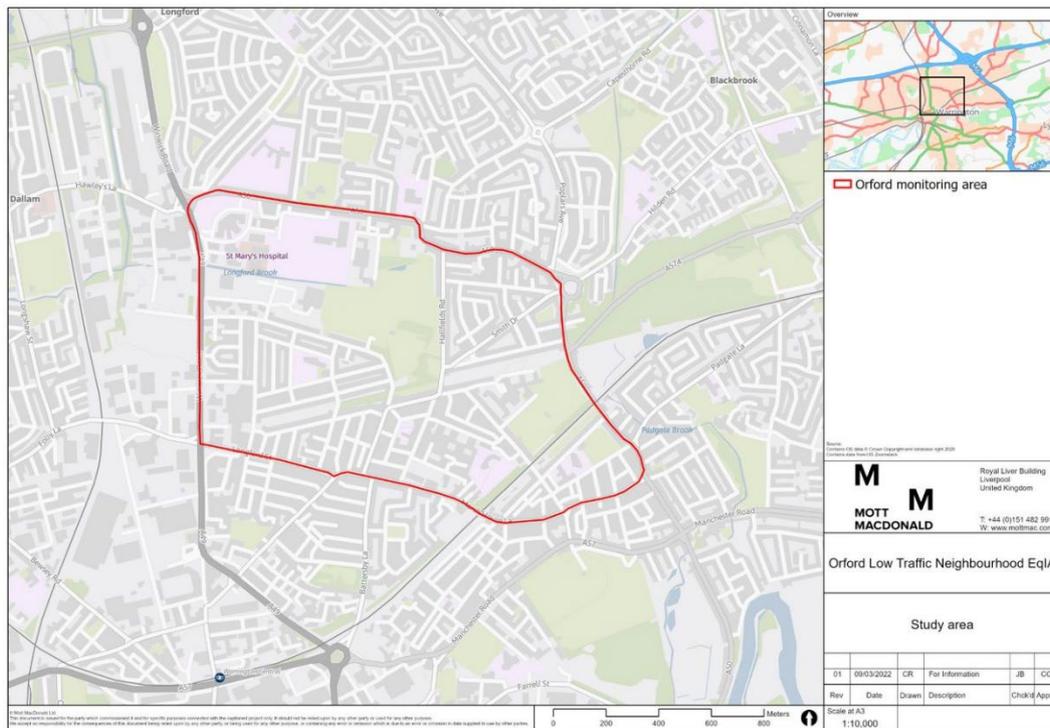
There is a lack of formal crossing points and a limited distribution of pedestrian crossings in the area, with four modal filters currently in place. The existing modal filters are:

- Bus Only filter on Alder Lane junction with the A49 (westbound);
- Southern end of Rhodes Street closed for access only;
- Elaine Street south end closed; and
- Matthews Street one way southbound.

Key issues identified in both the Warrington LTN Baseline Report and through community consultation include too much through traffic in the neighbourhood and too much speeding traffic.

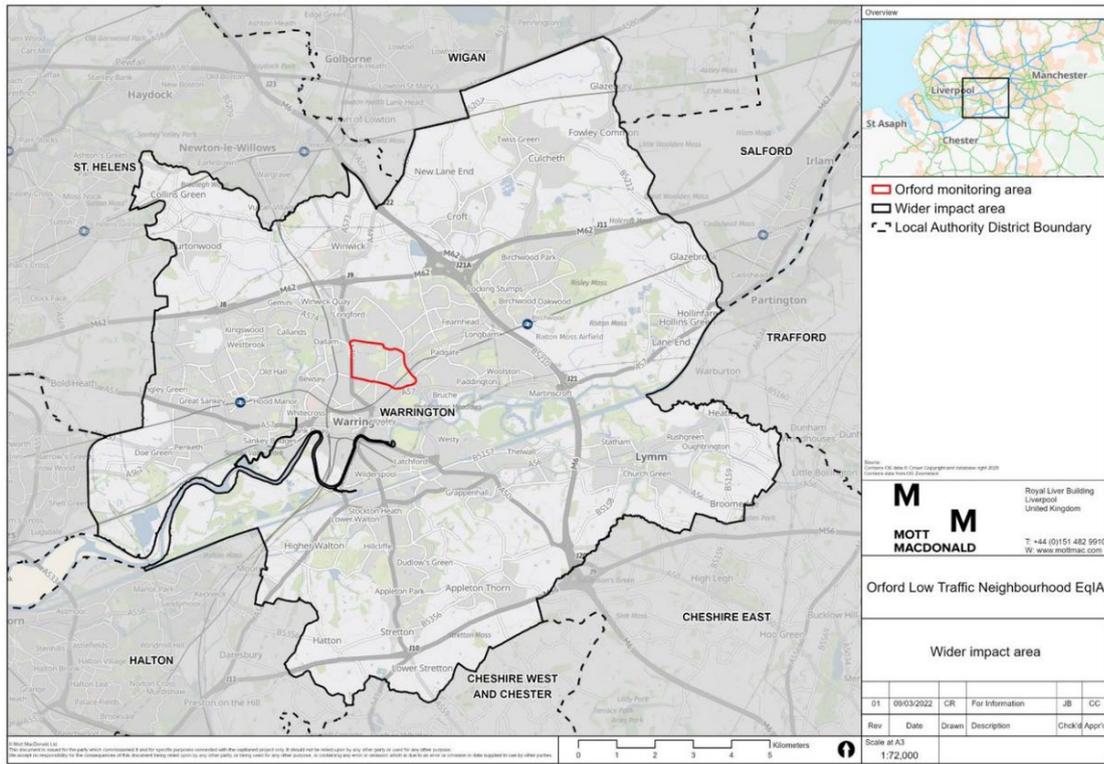
Figure 3.1 illustrates the study area, which is the area covered by the Orford LTN scheme, while Figure 3.2 shows the study area in relation to Warrington.

**Figure 3.1: Study area**



Source: Mott MacDonald, 2022

**Figure 3.2: Wider impact area**



Source: Mott MacDonald, 2022

### 3.1.2 Overview of socio-demographic baseline

The demographic data has been sourced from publicly available data and only applies to the resident population. A more detailed breakdown of the socio-demographic profile can be found in Appendix A.

Approximately 7,472 people are living in the study area, representing approximately 3.6% of the total population of Warrington.

Table 3.1 illustrates the socio-economic baseline within the study area and compares it with the percentages registered for the North-West of England and England.

**Table 3.1: Socio-demographic baseline**

#### Protected characteristic Study area comparison with the North West and England

area (18%) is broadly in line with the North West and England (both at 19%)
area (10%) is broadly in line with that of Warrington (9%), the North West and England (both at 11%).
study area (64%) is broadly in line with the comparative figures for Warrington, the North West and England (all at 62%).

---

### Disability<sup>5</sup>

- The population of disabled people living in the study area (20%) is broadly in line with that of Warrington (17%), the North West (20%) and England (18%)

---

### Marriage and civil partnership

- The population of those who are married or in a civil partnership in the study area (40%) is notably **lower** than in Warrington (50%), the North West (45%), and England (47%)

---

### Race

- 7% of people who live in the study area are from an ethnic minority background, which is broadly in line with the proportion of people from an ethnic minority background living in Warrington (7%), but considerably **lower** than the North West (13%) and England (20%)
- The largest ethnic minority group in the study area are those from other white backgrounds (3%), broadly in line with the percentages in the North West (2%) and England (5%)
- There is a notably **higher** percentage of White British people (93%) than compared to the North West (87%) and England (80%).

---

### Sex

- The split between male and female is similar for the study area (52% female and 48% male) compared to the split at regional and national level (which is 51% female and 49% male)
- 

---

<sup>5</sup> Defined here as 'People whose day to day activities are limited in any way as a result of being disabled or because of a long-term health condition'

The Warrington LTN Baseline report identifies high levels of deprivation in Orford. Orford is one of the five most deprived wards in Warrington. 53% of the residents live in the most deprived quintile<sup>6</sup>. This is considerably higher than the comparative percentages for Warrington (19%), the North West (35%) and England (20%).

Almost a third of residents in the area do not have any qualifications and less than 15% have level 4 qualifications or above.

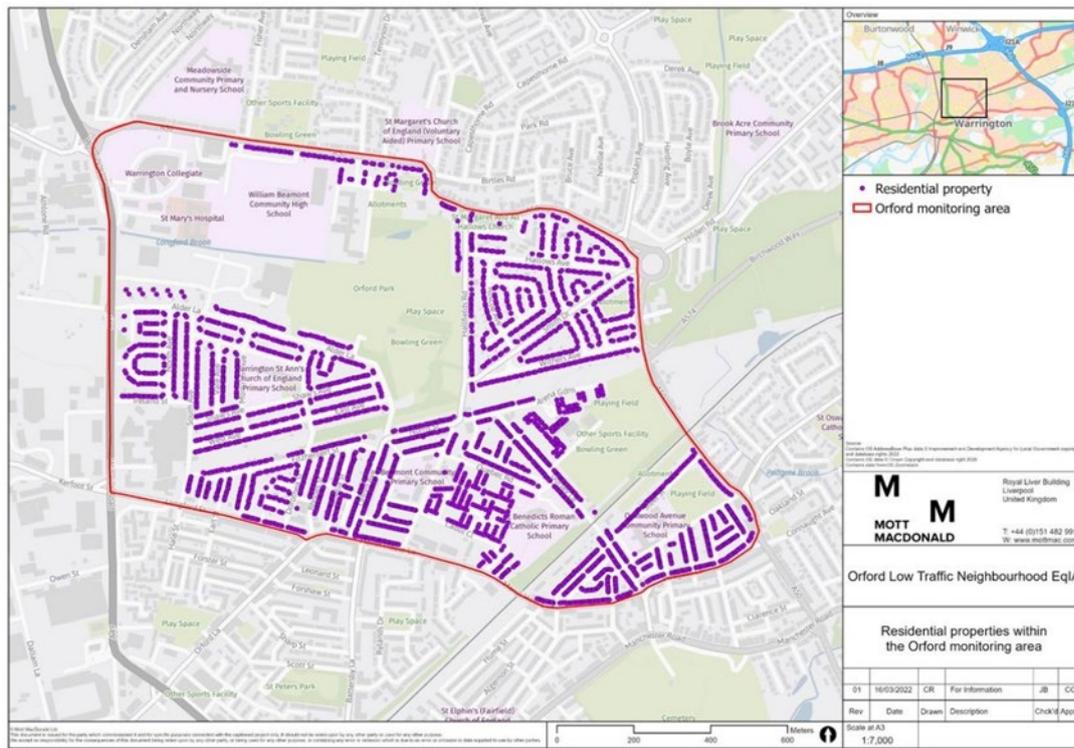
### 3.1.3 Residential properties

There are 3,400 residential properties in the study area, spreading over approximately two thirds of the Orford LTN area. The majority of the properties are terraced (1882) and semi-detached (925). There are five distinctive clusters of residential properties within the study area:

- South of the A50, between the A50 and Beamont Collegiate Academy and Orford Park;
- South and west of the A50, between the A50 and Orford Park;
- East of the A49, between Alder Lane and West Ave and East Ave;
- West of the A50, between the A50 and the A574;
- South of the railway track, between the A57 and the A50.

Figure 3.3 below shows the location of residential properties in the study area.

**Figure 3.3: Residential properties in the study area**



Source: Mott MacDonald and Ordnance Survey Address Base, 2022

<sup>6</sup> Please see Appendix A, Deprivation section, for a detailed explanation of deprivation indices and quintiles.

### 3.1.4 Community resources

There are several relevant education, health and community facilities in the local area. These include:

- Four primary schools
  - St Ann's C Of E Primary School
  - Beamont Community Primary School
  - St Benedict's Catholic Primary School
  - Oakwood Avenue Community Primary School
- Two colleges
  - Beamont Collegiate Academy
  - Warrington & Vale Royal College
- Two nurseries
  - ABC 123 Day Nursery
  - Kids Planet Day Nursery, Beamont
- One care home: Home Instead Warrington & Lymm - Home Care and Companionship
- Two sports clubs
  - Warrington Rylands FC
  - Orford Jubilee Neighbourhood Hub
- One hospital: St Mary's Hospital (Elysium Healthcare)
- One Health Centre, Orford Jubilee Park Health Centre, including other three General Practice Surgeries:
  - Four Seasons Medical Centre
  - Parkview Practice
  - Eric Moore Partnership.
- Three churches:
  - St. Ann's Church
  - St. Benedict's Church
  - St. Margaret's All Hallows Church
- One public open space: Orford Park
- Two playing fields:
  - One between the A50 (Orford Riad) and Warrington Rylands FC
  - One between Steel St and Oakwook Ave, east of the A50

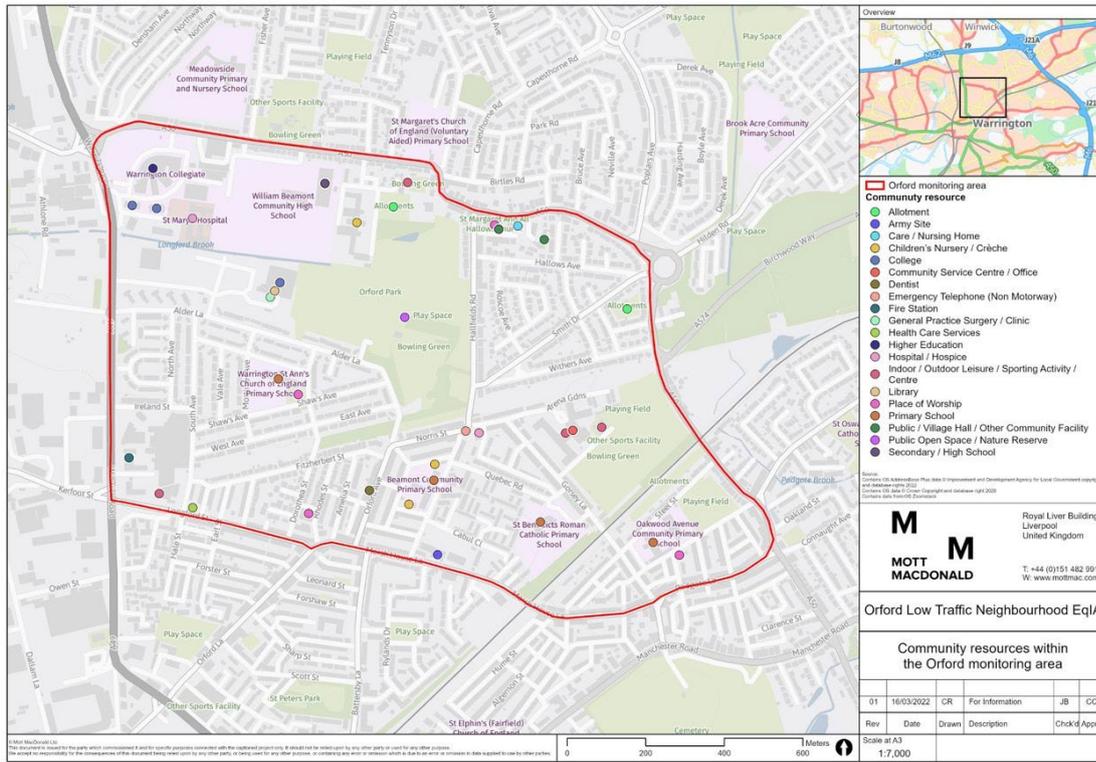
There is also a primary school located just to the north outside of the local boundary, which is St Margaret's C Of E Primary School.

The majority of school pupils live within a mile radius from the school, with over 70% of Saint Ann's and Beamont's pupils living within half a mile from the school. Yet, with the exception of Beamont Collegiate Academy, cars are the most used mode of transport by people accessing the schools.

There is a good variety of uses and social infrastructure across the neighbourhood, as well as a good mixture of services and destinations that could reduce the need to travel by car and encourage local walking and cycling trips.

Figure 3.4 illustrates the location and types of community resources within the Orford LTN area.

**Figure 3.4: Community resources in the study area**



Source: Mott MacDonald and Ordnance Survey AddressBase, 2022

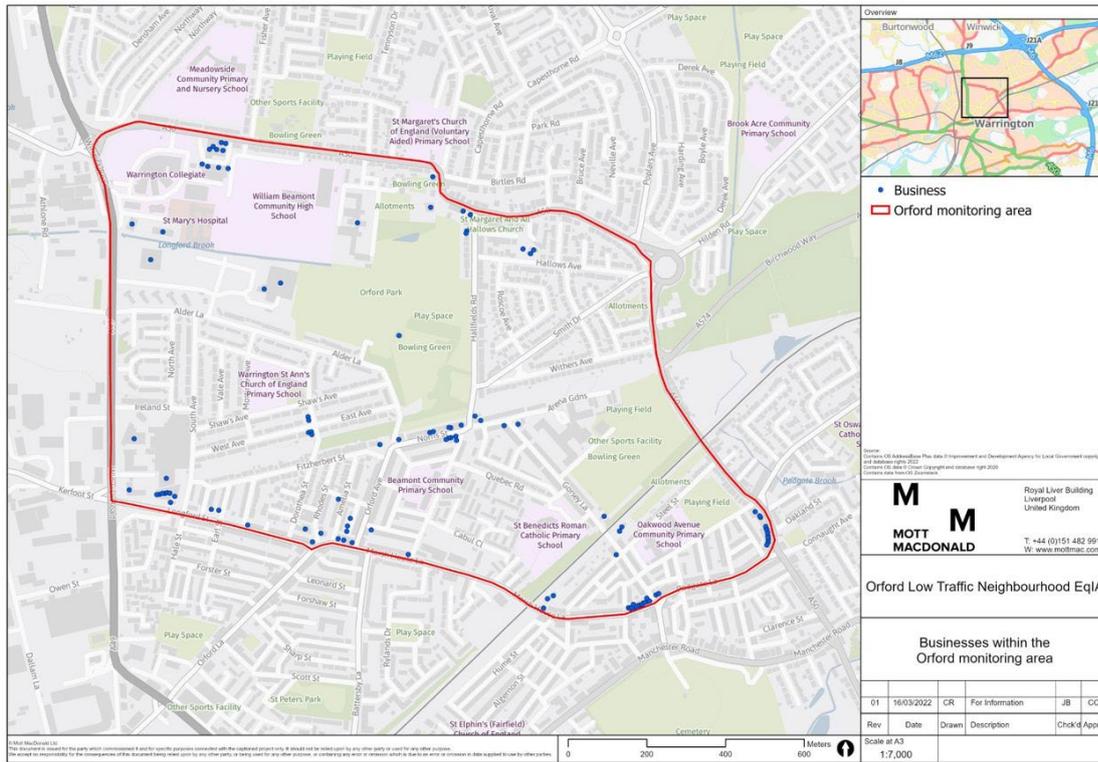
### 3.1.5 Businesses

There are business hubs in areas to the west of the local neighbourhood in Orford towards the A49. These include the Decathlon Sports superstore to the north and building supply retailers such as Mobalpa cabinet shop, MKM Building Supplies Warrington, and Wickes to the south. There are also several businesses located along Orford Lane including hairdressers, accountants, convenience stores and eateries.

Food and drinks sites are more dispersed within the area and tend to cluster outside of the LTN boundary along Orford Lane.

The figure below shows the location of the businesses within the Orford LTN area.

**Figure 3.5: Businesses in the study area**



Source: Mott MacDonald and Ordnance Survey AddressBase, 2022

### 3.1.6 Car ownership and parking areas

The Warrington LTN Baseline report identifies low levels of car ownership within Orford. Approximately 69% of residents in Orford have access to a car or van, compared to 81% of Warrington residents owning a car, and the national average of 74%. 31% of residents in Orford have no cars or vans, while 47% have one car/van, and 23% have two or more cars/vans. There are seven existing formalised car parks within the local area, while most of the streets are occupied by informal street parking.

### 3.1.7 Public transport

There are several bus routes that run through the local area between 8am and 6pm on weekdays. Key bus services running along the A49 Winwick Road are the Longford/Orford circular (Bus no. 20/21) and services towards Leigh (Bus no.28), St Helen (Bus no. 329), Ashton (Bus no. 22). Key bus services running along the A50 Long Lane are mainly school buses and one service to Warrington Interchange (Bus no. 25). The bus stop on the A50 Padgate Ln serves routes towards Leigh (Bus no. 28), Martinscroft (Bus no. 3/4), Oakwood (Bus no.17). The bus stop on Marsh House Lane primarily serves services towards Warrington Interchange (Bus no. 25) and Oakwood (Bus no. 17). There are three services (Bus no. 20, 21, 22A) to the Orford Jubilee Neighbourhood Hub ensuring an average of four buses per hour which run daily. Warrington Central train station is approximately 2km to the south and Padgate train station is approximately 2km to the east of the local area.

### 3.1.8 Cycle routes

While most of the local streets within the neighbourhood are graded as suitable for beginner cyclists, key routes such as Hallfields Road, O'Leary Street and Gorse Lane require a medium

degree of skill and experience to cycle each route comfortably. There are formal cycling routes along the A49 Winwick Road, which connects to Orford Park towards the east of the study area<sup>7</sup>.

## 3.2 High-level literature review

### 3.2.1 Reducing traffic volumes

By their very nature, low traffic neighbourhoods can contribute to a reduction in overall traffic volumes in an area. Indeed, the first low traffic neighbourhood in Waltham Forest saw motor traffic levels fall by over half inside the residential area and by 16% even when main roads were taken into consideration, whilst LTNs in Hoxton saw a reduction in traffic inside the LTN by 46% and by 18% on boundary roads.<sup>8</sup>

#### 3.2.1.1 Making streets safer

A reduction in traffic volumes can also make streets safer for several protected characteristic groups, including **disabled people**, **older people**, and **children**. Studies have indicated that road injuries can halve in low traffic neighbourhoods, with no knock-on increase in danger in the outer roads, with the greatest reduction in injuries for pedestrians and people in cars.<sup>9</sup>

**Disabled people** are more likely to be involved in a pedestrian collision than their non-disabled counterparts, and as such may benefit from modal filters. The risk of road accidents is thought to be higher for the following reasons:

- Wheelchair users might experience difficulties if a kerb is not dropped or if there are a lack of accessible routes. Wheelchair users may also be less visible to motorists as they are often lower to the ground than those walking or using a bicycle.
- Those with a sight or hearing impairment may be less able to anticipate the actions of other road users.
- Those with mobility impairments may cross the road slowly, they may also be at risk of falling if the surface is uneven.
- Those with a learning disability might experience difficulties in making good judgements about safety, such as when it is safe to cross a road.<sup>10</sup>

**Older people** may also benefit from a reduction in traffic volumes making their journeys safer. Research by Age UK has highlighted safety concerns for older people regarding travel and transport. Older people walk more slowly than others which can be a problem when crossing the road, and road crossings often do not give older people enough time to cross safely.<sup>11</sup> Around 40% of pedestrian deaths in Great Britain are among older people aged 60 and over. The risk of an accident crossing the road increases rapidly with age from the early 60s, very rapidly from 70 years old and substantially after the age of 79.<sup>12</sup>

---

<sup>7</sup> Warrington LTN Baseline Report

<sup>8</sup> Hackney Council (2022): 'Transformative Hoxton West LTN retained'. Available at: <https://news.hackney.gov.uk/transformation-hoxton-west-ltn-retained/>

<sup>9</sup> The Guardian (23 July 2021): 'Low traffic schemes halve a number of road injuries, study shows'. Available at: <https://www.theguardian.com/world/2021/jul/23/low-traffic-schemes-halve-number-of-road-injuries-study-shows>

<sup>10</sup> RoSPA (2018): 'RoSPA pedestrian safety policy paper'. Available at: <https://www.rospa.com/rospaweb/docs/advice-services/road-safety/pedestrians/pedestrian-policy-paper.pdf>

<sup>11</sup> Age UK (2015): 'The future of transport in an ageing society'. Available at: [https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/rb\\_june15\\_the\\_future\\_of\\_transport\\_in\\_an\\_ageing\\_society.pdf](https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf)

<sup>12</sup> (RoSPA (2018): 'RoSPA pedestrian safety policy paper'. Available at: <https://www.rospa.com/rospaweb/docs/advice-services/road-safety/pedestrians/pedestrian-policy-paper.pdf>

One of the most significant barriers to children playing outside near their homes is the presence of traffic.<sup>13</sup> LTN has the potential to bring back safer, less traffic-dominated streets and more connected communities, where children could play out in the spaces around their homes. Parents and children are highly aware of the risk of injury from cars, therefore closure to through-traffic is necessary to foster perceived safety in parents and children.<sup>14</sup>

Safer routes are also essential in getting more children walking to school. Modal filters, and subsequently the reduction in traffic volumes, may help give the children and their caregivers the option to get around as safely and easily on foot, bus or bike as anyone in a car.

### 3.2.1.2 Encouraging active travel.

Reductions in traffic volumes from low traffic neighbourhoods can have a number of positive knock-on effects. For example, in study areas for previous LTN schemes, there was an identifiable increase in community interaction and healthy physical activity.<sup>15</sup>

By considering and designing infrastructure with everyone's needs in mind, accessible active travel infrastructure has the potential to make a vital contribution to encouraging physical activity and reducing health inequalities.<sup>16</sup>

The promotion of and improvements to infrastructure for walking and cycling encourages the use of healthier and more environmentally friendly modes of travel. This could disproportionately benefit children, young people, older people, disabled people, people from ethnic minority backgrounds and people who live in deprived areas.<sup>17</sup>

However, research also suggests that older people, women, disabled people and people from ethnic minority backgrounds are less likely to participate in general in active travel modes due to issues including reduced physical mobility, safety concerns and inaccessible infrastructure.<sup>18</sup>

Evidence suggests that children who switch to walking and cycling to school have healthier body weights than those who travel by car<sup>19</sup> and could have their concentration abilities increased by up to 4 hours.<sup>20</sup>

### 3.2.1.3 Improved air quality

A reduction in traffic volumes may also positively benefit several protected characteristic groups through the associated improvement in air quality. A reduction in car travel is likely to improve local air quality in the area, and as such people are more susceptible to the health effects of air pollution are likely to benefit. Indeed, data from a number of LTNs in London have indicated that LTNs can contribute to significant reductions in air pollution in and around the area.<sup>21</sup>

---

<sup>13</sup> Playing out (2022), Play streets: Active Travel

<sup>14</sup> Play England, Freedom to play, 'Why temporary street closures for play make sense for public health' (2016)

<sup>15</sup> Living Streets (2021): 'Low Traffic Neighbourhoods- An Introduction for Policy makers'. Available at: <https://www.livingstreets.org.uk/media/3843/lcc021-low-traffic-neighbourhoods-intro-v8.pdf>

<sup>16</sup> DfT (2016): 'Cycling and walking investment strategy'

<sup>17</sup> WHO (2011): 'Health co-benefits of climate change mitigation: Transport sector'

<sup>18</sup> Clayton, W. and Parkin, J. (2016): 'Cycling and disability: A review'. Cycling UK (2018): 'Dr. Rachel Aldred: How disabled people are left out of UK transport strategy'. DfT (2016): 'Cycling and walking investment strategy'. Paulo Rui Ancaes (2014): 'Community severance: Where is it found and at what cost?'

<sup>19</sup> National Institute for Health Research (2021)

<sup>20</sup> ScienceNordic, Nov. 2012, Dann Vinther, 'Children who walk to school concentrate better' – Danish project – the 'Mass Experiment 2012'

<sup>21</sup> Hackney Council (2022): 'Transformative Hoxton West LTN retained'. Available at: <https://news.hackney.gov.uk/transformative-hoxton-west-ltn-retained/>

Although air pollution affects everyone, people with protected characteristics are more likely to be disproportionately exposed to air pollution and suffer disproportionate effects when exposed to air pollution.<sup>22</sup>

Research also suggests that air pollution can aggravate and worsen existing cardiovascular, respiratory and allergy-related conditions such as asthma.<sup>23</sup> As a result, **older people** and **disabled people** are more susceptible to the health effects of air pollution as they are more likely to have pre-existing health conditions.

Air pollution can also lead to the development of new conditions including pneumonia and cancer and ultimately reduce life expectancy.<sup>24</sup> Emerging research suggests that air pollution might also affect the brain and could be linked to dementia and cognitive decline.<sup>25</sup> Also, **children** and **young adults** with asthma are more at risk from the effects of pollution because they have faster breathing rates, and their lungs are still developing, which can make them more susceptible to changes in particulate matter concentrations in the air.<sup>26</sup> Similarly, air pollution can disproportionately impact the health of **babies during antenatal development**.<sup>27</sup>

**People who live in deprived areas** can also be more susceptible to the impacts of air pollution, potentially because they tend to be in poorer health than the rest of the population and reside in areas closer to busy roads.<sup>28</sup>

#### 3.2.1.4 Decrease in noise pollution

Successful LTNs can reduce local noise pollution caused by the reduction in traffic volumes, which can benefit **children, disabled people, older people, and pregnant people**.<sup>29</sup>

Reduced road traffic can have indirect positive health benefits due to decreased exposure to noise. Indeed, research shows that raised noise levels from road traffic can negatively affect **children's** performance in school by affecting their ability to concentrate and affecting their behaviour and communication.<sup>30</sup>

Noise pollution can also negatively impact **older people** and **disabled people**. An assessment of the burden of disease from environmental noise concluded that traffic-related noise accounts for over one million healthy years of life lost annually to ill health, disability or early death in western European countries. The calculation of disability-adjusted life years is based on the expose-response relationship, exposure distribution, background prevalence of disease and disability

---

<sup>22</sup> Faculty of Public Health (2013): 'Transport and health: A position statement'; Cowie, H. et al., (2015): 'Air quality, health, wellbeing and behaviour'

<sup>23</sup> DEFRA (2013): 'Guide to UK air pollution information resources'; DEFRA (2013): 'Short-term effects of air pollution on health'; Public Health England (2018): 'Health matters: air pollution'

<sup>24</sup> British Lung Foundation (2017): 'Types of air pollution'; British Lung Foundation (2017): 'What are the effects of air pollution on your lungs?'; NHS (2015): 'Lung cancer'; The Committee on the Medical Effects of Air Pollutants (2018): 'The effects of long-term exposure to ambient air pollution on cardiovascular morbidity: Mechanistic evidence'; The Committee on the Medical Effects of Air Pollutants (2006): 'Cardiovascular disease and air pollution'; Public Health England (2018): 'Health matters: Air pollution'

<sup>25</sup> Public Health England (2018): 'Health matters: Air pollution'

<sup>26</sup> British Lung Foundation (2016): 'How air pollution affects your children's lungs'; Public Health England (2018): 'Health matters: Air pollution'

<sup>27</sup> Royal College of Physicians (2016): 'Every breath we take: The lifelong impact of air pollution'

<sup>28</sup> Fecht, D., et al (2015): 'Associations between air pollution and socioeconomic characteristics, ethnicity and age profile of neighbourhoods in England and the Netherlands'; Pearce, J., et al (2013): 'Geographical and social inequalities in particulate matter (PM10) and ozone air pollution in the EU: 2006 to 2010'; Public Health England (2018): 'Health matters: Air pollution'

<sup>29</sup> TfL (2021): 'Appendix Six: Supplementary Guidance on Low Traffic Neighbourhoods'. Available at: <https://content.tfl.gov.uk/lsp-app-six-a-supplementary-guidance-ltns-v1.1.pdf>

<sup>30</sup> World Health Organisation (2011): Burden of disease from environmental noise Quantification of healthy life years lost in Europe. Available at: [http://www.euro.who.int/data/assets/pdf\\_file/0008/136466/e94888.pdf](http://www.euro.who.int/data/assets/pdf_file/0008/136466/e94888.pdf)

weights of the outcome.<sup>31</sup> This indicates that a reduction in noise pollution would have beneficial health impacts for these groups.

A reduction in noise pollution caused by the LTN may also improve health outcomes for **pregnant people**. A 2018 study found that pre-eclampsia was more common amongst pregnant people exposed to higher levels of noise pollution.<sup>32</sup>

### 3.2.2 Shift away from car travel

#### 3.2.2.1 Making streets safer

A shift away from car travel could negatively impact some protected characteristic groups if they are more likely to be victims of crime or more likely to fear crime, such as **women, people from ethnic minority backgrounds, LGBT+ groups, and people from minority religions**. Data suggests that women fear more for their safety than men when walking alone at night – two fifths of women reported feeling ‘somewhat unsafe’ and one in eight reported feeling ‘very unsafe’.<sup>33</sup> Also, mixed and Asian ethnic groups are more likely to have said they were victim of crime compared to white people<sup>34</sup>, while research demonstrates that LGBT people often fear for their safety and well-being in public spaces and on pedestrian journeys.<sup>35</sup>

However, data from LTNs indicate that such schemes can be associated with a reduction in total street crime of up to 10%, with the largest reduction observed for violence and sexual offences<sup>36</sup>, because there are more people around and active frontages improve the opportunities for surveillance. This indicates that the introduction of LTNs can make streets safer for residents, and the protected characteristic groups listed above.

#### 3.2.2.2 Accessibility/ severance

The shift away from car travel could negatively impact some protected characteristic groups if the pedestrian environment is inaccessible or poorly designed.

For example, poor upkeep and maintenance of streets and the design of the environment were mentioned as common barriers **older people** and **disabled people** faced when using the public realm. Uneven surfaces, steep hills, high kerbs, holes in pavements and a lack of places to rest have been cited in research as reasons these protected characteristic groups feel anxious about walking.<sup>37</sup>

In addition, the road closures associated with LTNs can have negative impacts on **disabled people's** mobility, either due to an increase in journey times for themselves or people providing support or care to them in their homes. A study conducted by Transport for All found that 77% of disabled people surveyed reported a substantial increase in their journey times, and 46% reported that their journeys had become more difficult. These impacts are on top of the already difficult experiences disabled people are likely to have when travelling. Furthermore, some respondents advised that LTNs were having a knock-on impact on their care and support, as

---

<sup>31</sup> WHO (2011) Health co-benefits of climate change mitigation -Transport sector. Available at: [https://www.who.int/hia/green\\_economy/transport\\_sector\\_health\\_co-benefits\\_climate\\_change\\_mitigation/en/](https://www.who.int/hia/green_economy/transport_sector_health_co-benefits_climate_change_mitigation/en/)

<sup>32</sup> Medical News Today (2020): 'What are the health effects of noise pollution?'

<sup>33</sup> ONS (2015) Crime Survey for England and Wales. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/crimeinenglandandwales/2015-07-16>

<sup>34</sup> Gov.uk (2019) 'Victims of crime'. Available at: <https://www.ethnicity-facts-figures.service.gov.uk/crime-justice-and-the-law/crime-and-reoffending/victims-of-crime/latest>

<sup>35</sup> Stonewall (2017) LGBT in Britain: Hate Crime. Available at: <https://www.stonewall.org.uk/comeoutforLGBT/lgbt-in-britain/hate-crime>

<sup>36</sup> Goodman, Anna, and Rachel Aldred. 2021. "The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London." *Findings*, February. <https://doi.org/10.32866/001c.19414>.

<sup>37</sup> TfL (2016): 'Older Londoners' perceptions of London streets and the public realm: Final report'

the increase in journey times affected their carers and meant appointments were often delayed or shortened.<sup>38</sup>

Evidence shows that over half of disabled people (53%) have reported feeling lonely. Although the causes of loneliness are complex and vary between individuals, one factor is the barrier to making social connections for practical reasons, such as an increase in journey times or taxi fares. 17% of disabled people in the Transport for All study reported that the LTN in their local area has a negative impact on their mental health and a 19% decrease in their independence.<sup>39</sup> For many disabled people, there are significant barriers to Active Travel and public transport which make navigating LTN measures difficult.

### 3.2.3 Change in parking behaviour

Low Traffic Neighbourhoods can lead to positive changes in car parking behaviours, as the reduction in rat-running and changing travel patterns can reduce car parking pressures over time, making it easier for residents who need a car parking space for mobility reasons, such as disabled people, older people, and people with young children to access spaces close to their home as required.<sup>40</sup>

However, if the LTN is associated with a reduction in parking infrastructure, especially if this includes spaces close to services and facilities or Blue Badge parking, can disproportionately impact those who may be reliant on a car to travel if appropriate alternatives for transport are not available. This can adversely affect parents with young children,<sup>41</sup> and disabled people who rely on such parking facilities in order to access a range of services and facilities, as well as, potentially, their homes. This can lead to knock-on effects on parents' and disabled people's independence, exacerbating issues such as loneliness and social isolation.<sup>42</sup>

---

<sup>38</sup> Transport for All (2021) : 'Pave the Way- The Impact of LTNs on disabled people and the future of accessible Active Travel'. Available at: <https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf>

<sup>39</sup> Transport for All (2021) : 'Pave the Way- The Impact of LTNs on disabled people and the future of accessible Active Travel'. Available at: <https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf>

<sup>40</sup> Haringey Council (2021): 'Low Traffic Neighbourhoods- Frequently Asked Questions'.

<sup>41</sup> Pettersson, G., (2009), 'Priorities for the use of bus transport by disabled people, older people and parents with young children in buggies', Association of European Transport

<sup>42</sup> Equality and Human Rights Commission (2017): 'Being disabled in Britain: a journey less equal'

## 4 Engagement analysis

### 4.1 Overview

WBC has been engaging since 2018, for the 'Central 6 Regeneration Masterplan', with key stakeholders and members of the public. The engagement has aimed to gather local communities' views and insights in order to shape the plans for Orford, in order to deliver a "better, cleaner and safer environment" for the residents by reducing vehicle traffic and improving conditions for those walking, cycling and living there.

### 4.2 Stakeholder engagement

The Central 6 Streets Plan has committed to implementing a programme of consultation and engagement with residents to inform the redevelopment plans. A desk-based analysis of engagement was also undertaken, to draw out equality themes and provide additional supporting evidence relating to potential impacts.

Two online surveys, four in-person consultations, and two virtual consultations were conducted to collect the feedback of Orford and Westy residents on issues and opportunities raised by the proposed schemes.

The consultation was designed in two-steps, first to investigate issues and opportunities across the neighbourhoods, the second to give all the residents the opportunity to comment on the proposed schemes.

Through the public consultation sessions and the first online survey the local Orford community identified the following key issues:

- Speeding traffic
- Too much 'rat-running' traffic on local roads
- Litter, graffiti and fly-tipping
- Too much traffic in the neighbourhood

Table 4.1 below shows the perception of main local issues by age, gender and disability groups. The highlighted percentages show responses with notable differences (more than 5%) within protected characteristic groups.

**Table 4.1: Perception of main local issues by age, gender and disability groups**

Issue	Protected group	Age		Gender		Disability	
		Under 65	Over 65	Male	Female	Yes	No
	Total responses	107	30	62	75	22	112
Speeding traffic	Responses	57	19	30	45	15	60
	%	<b>53%</b>	<b>63%</b>	<b>50%</b>	<b>60%</b>	<b>68%</b>	<b>54%</b>
Too much 'rat-running' on local roads	Responses	53	19	33	39	13	57
	%	<b>50%</b>	<b>63%</b>	55%	52%	<b>59%</b>	<b>51%</b>
Litter, graffiti, and fly-tipping	Responses	57	13	25	45	12	57
	%	<b>53%</b>	<b>43%</b>	<b>42%</b>	<b>60%</b>	55%	51%
Too much traffic in the neighbourhood	Responses	48	14	23	37	9	51
	%	45%	47%	<b>38%</b>	<b>49%</b>	41%	46%

Source: Warrington ATF, Central 6 Streets Plan: Orford & Westy, Survey #1, Public Engagement Report, 2022

Speeding traffic represents an issue for the majority of the respondents, but there are notable differences demonstrating that this is a greater issue for older people (63%) compared to people under 65 years (53%), for women (60%) compared to men (50%) and for people who consider themselves to have a disability (68%) compared to people who do not consider themselves to have a disability (54%).

Rat-running on local roads is, again, a concern for the majority of the respondents. However, older people (63%) and people who consider themselves to have a disability (59%) find this more worrying than people under 65 years (50%) and people who do not consider themselves to have a disability (51%).

The amount of traffic in the neighbourhood is perceived as a greater issue by women (49%) compared to men (38%).

Table 4.2 below illustrates the degree of support for the scheme, overall and by age, gender and disability groups. The highlighted percentages show responses with notable differences (more than 5%) within protected characteristic groups.

**Table 4.2: Support for the Orford LTN**

Responses from	Strongly oppose	Somewhat oppose	Not sure	Somewhat support	Strongly support
Residents	42%	8%	14%	11%	25%
Visitors	85%	3%	2%	2%	8%
Over 65	43%	9%	18%	15%	15%
Under 65	53%	6%	10%	10%	21%
Males	45%	4%	14%	14%	23%
Females	57%	7%	9%	8%	19%
People who consider themselves to have a disability	44%	8%	20%	8%	20%
People who do not consider themselves to have a disability	52%	6%	10%	11%	21%

Source: Warrington ATF, Central 6 Streets Plan: Orford & Westy, Survey #2, Public Engagement Report, 2022

The majority of respondents within each group strongly oppose or somewhat oppose the Orford LTN. There is a much stronger opposition of visitors (88%) compared to residents (50%). Also, there are notable differences of opinion between people under 65 years old (59%) who strongly or somewhat oppose the Orford LTN and older people (52%), females versus males (64% compared to 49%), people who do not consider themselves to have a disability (58%) versus people who consider themselves to have a disability (52%).

Table 4.3 below illustrates the mentions of expected Orford LTN benefits, and a breakdown of mentions by respondent groups, showing the feedback by age, gender and disability groups.

**Table 4.3: Expected benefits**

Responses		Reduce traffic volumes	Making streets safer	Improve air quality	No benefits
From	No.	Mentions	Mentions	Mentions	Mentions
Residents	128	56	47	28	54
Visitors	38	4	3	2	27
Over 65	33	15	9	6	14
Under 65	151	50	48	29	74
Males	86	37	29	17	32
Females	96	28	28	18	54
People who consider themselves to have a disability	24	8	8	1	9
People who do not consider themselves to have a disability	160	57	49	34	79

Source: Warrington ATF, Central 6 Streets Plan: Orford & Westy, Survey #2, Public Engagement Report, 2022

Overall, the mentions of benefits are exceeding those with regards to no benefits when looking at the responses given by all the groups except the visitors. The respondents identified reducing traffic volumes, making streets safer and improving air quality as key benefits. However, the proportion of respondents expecting no benefits is considerable.

### 4.3 Conclusions from the engagement

Table 4.4 below illustrate the overall perception and benefits brought in the area by the Orford LTN.

**Table 4.4: Overall expected benefits**

	Responses	No benefits (%)	Benefits (%)
From	Number of responses		
<b>Residents</b>	117	<b>51%</b>	49%
<b>Visitors</b>	24	<b>75%</b>	25%

Source: Warrington ATF, Central 6 Streets Plan: Orford & Westy, Survey #2, Public Engagement Report, 2022

Even though the respondents mentioned a greater number of benefits, the majority opinion about the introduction of the scheme is that it will bring no benefits. 51% of the residents and 75% of the visitors don't see the benefits of this scheme, while 49% of residents and 25% of visitors consider that the scheme will bring benefits.

However, following public consultation stages in November and December 2021, the project will be delivered in Orford in Spring 2022. At this stage, the scheme will be implemented on a temporary basis to then allow for comprehensive monitoring, during which feedback from the local community will be collected to oversee changes in traffic routing and travel habits. There will be a final evaluation in Summer 2023.

## 5 Impact assessment

The below table sets out whether any protected characteristic groups are likely to be affected as a result of the implementation of the Orford LTN scheme. As the scheme does not require construction, it is only assessed in terms of operation. The table provides scheme-specific evidence and an overview of the identified impact. Mitigation and enhancement measures that might be adopted for the scheme are also to demonstrate how the potential risks and opportunities can be managed. Based on this information, a conclusion has been drawn as to whether there are overall equalities effects for each impact.

**Table 5.1: Impact assessment**

Impact assessment	Potential equality risks and opportunities	Affected groups <sup>43</sup>	Existing mitigation or enhancements	Overall equality impact
<b>Reducing traffic volumes – Making streets safer</b>	<p>During operation, the scheme has the potential to make streets safer for local residents, including vulnerable social groups.</p> <p>The stakeholder engagement highlighted key issues including speeding traffic, rat-running and traffic volumes.</p> <p>The scheme will help to reduce the number of vehicles using Alder Lane, Central Avenue, Hallfields Road, Orford Avenue and Fitzherbert Street, all of which are prone to congestion, heavy traffic flows and reckless/ fast driving.</p> <p>The scheme will also help to ensure that local streets are made safer for local residents through use of modal filters, particularly for children around the local primary schools.</p>	<ul style="list-style-type: none"> <li>• Children</li> <li>• Older people</li> <li>• Disabled people</li> </ul>	<ul style="list-style-type: none"> <li>• All the schools in the area have been engaged by WBC to assist travel planning and local issues around drop-off/pick-up</li> </ul>	<p><b>Potential positive equality effect:</b></p> <p>The operation of the scheme is likely to result in beneficial safety effects for local residents and surrounding receptors.</p> <p>Overall, the safety improvements generated by the reduction in traffic volumes is likely to have a <b>beneficial effect</b> on protected characteristic groups.</p> <p>Opportunities for further enhancement detailed in this EqIA (6. Action planning) should be explored.</p>

<sup>43</sup> Groups that are highlighted in bold are disproportionately represented in Orford.

Children may benefit from being able to walk/cycle to school and play in the streets without traffic. Therefore, children as a protected characteristic group are more likely to benefit from safety from reduced traffic volumes.

**Reducing traffic volumes – Encouraging active travel**

During operation, the scheme has the potential to encourage active travel by local residents, including vulnerable social groups.  
 By discouraging vehicular access, active travel modes such as walking and cycling are encouraged in the area.  
 Conditions will be improved for those walking and cycling in the Orford LTN. Improvements to infrastructure for walking and cycling encourages the use of healthier and more sustainable modes of travel.

- Children
- Older people
- Disabled people
- Ethnic minorities
- Women

- Existing east/west cycle routes between the A49 and Orford Park
- Ambitions for an orbital loop to be delivered by the Town Deal

**Potential positive equality effect:**  
 The operation of the scheme is likely to result in beneficial active travel effects for local residents and surrounding receptors.  
 Overall, the health benefits of promoting active travel and creating active travel infrastructure for all is likely to have a **beneficial effect** on protected characteristic groups.  
 Opportunities for further enhancement detailed in this EqIA (6. Action planning) should be explored.

**Reducing traffic volumes – Improved air quality**

The scheme has the potential to result in improvements in air quality, resulting in beneficial effects during operation.  
 Operation effects around air quality are associated with changes in traffic flows in the LTN as a result of the implementation of the scheme. Those making use of active travel modes in the LTN, as well as sensitive receptors such as St Ann’s School and the Home Instead Warrington & Lymm care home, are likely to experience the largest relative effects from the Scheme.

- Children
- Older people
- Disabled people
- Pregnant people

- Air Quality Management Area on the A49 Winwick Road

**Potential positive equality effect:**  
 The operation of the scheme is likely to result in beneficial air quality effects for local residents and surrounding receptors.  
 Overall, the environmental improvements generated by the reduction in traffic volume are likely to have a **beneficial effect** on protected characteristic groups.  
 Opportunities for further enhancement detailed in this EqIA

	<p>Although air pollution affects everyone, some people with protected characteristics are more likely to be disproportionately exposed to air pollution and suffer disproportionate effects when exposed to air pollution.</p> <p>Children and older people, in particular, are more likely to benefit from improved air quality from reduced traffic volumes.</p>		<p>(6. Action planning) should be explored.</p>
<p><b>Reducing traffic volumes – Decrease in noise pollution</b></p>	<p>The scheme has the potential to result in changes in noise pollution, resulting in beneficial effects during operation.</p> <p>Studies have investigated the correlation between prolonged noise exposure from traffic and reduced quality of life.</p> <p>Operation impacts around noise pollution are associated with changes in traffic flows in the LTN as a result of the scheme. Sensitive receptors such as St Ann's School and the Home Instead Warrington &amp; Lymm care home, are likely to experience the largest relative effects from the scheme, as decreased noise levels from road traffic can have positive effects on children's performance in school.</p> <p>Children and older people as protected characteristic groups are more likely to benefit from reduced noise pollution from reduced traffic volumes.</p> <p>However, due to the traffic re-routing out of the LTN area, there is a risk that noise on the boundary roads may increase</p>	<ul style="list-style-type: none"> <li>● Children</li> <li>● Older people</li> <li>● Disabled people</li> <li>● Pregnant people</li> </ul> <ul style="list-style-type: none"> <li>● Noise monitoring on the A49 and the A50</li> </ul>	<p><b>Potential positive equality effect:</b></p> <p>The operation of the scheme is likely to result in beneficial noise effects for local residents and surrounding receptors.</p> <p>Overall, improvements generated by the reduction in traffic volume are likely to have a <b>beneficial effect</b> on protected characteristic groups.</p> <p>Opportunities for further enhancement detailed in this EqIA (6. Action planning) should be explored.</p>

<p><b>Shift away from car travel – Making streets safer</b></p>	<p>During operation, the scheme has the potential to make streets safer for community resources, businesses and local residents, including vulnerable social groups. The scheme will help to reduce the number of vehicles using Alder Lane, Central Avenue, Hallfields Road, Orford Avenue and Fitzherbert Street, all of which are prone to congestion, heavy traffic flows and reckless/ fast driving.</p> <p>Active frontages can offer informal observation possibilities, which can boost an area's liveliness and security.</p> <p>This will likely reduce street crime in the LTN, relatively benefitting affected social groups, as more people using active travel modes will contribute to increased safety of the local area.</p>	<ul style="list-style-type: none"> <li>● Women</li> <li>● Ethnic minorities</li> <li>● Religious minorities</li> <li>● LGBT+ groups</li> </ul>	<p>No mitigation</p>	<p><b>Potential positive equality effect:</b></p> <p>The operation of the scheme is likely to result in beneficial safety effects for local residents and surrounding receptors.</p> <p>Overall, the safety improvements generated by the reduction in traffic volume is likely to have a <b>beneficial effect</b> on protected characteristic groups.</p> <p>Opportunities for further enhancement detailed in this EqIA (6. Action planning) should be explored.</p>
<p><b>Shift away from car travel – Accessibility/severance</b></p>	<p>During operation, the scheme has the potential to change accessibility and may result in an increase in severance in the local area. If the pedestrian environment is poorly designed or inaccessible, the shift away from car travel could negatively impact vulnerable groups within the LTN. Road closures may impact mobility and journey times, which can impact already-difficult experiences for affected groups, such as disabled people, as routes may be slightly longer and less direct than at present.</p> <p>Also, there is a risk of increasing congestion on the surrounding roads outside of the A49, A50, Marsh House Lane and Longford Street,</p>	<ul style="list-style-type: none"> <li>● Older people</li> <li>● Disabled people</li> </ul>	<ul style="list-style-type: none"> <li>● People will be supported to find new routes</li> <li>● Information on road closures and diversions will be updated and communicated to route planning and mapping companies (including satellite navigation providers)</li> <li>● Maintaining a suitable level of access to all areas for Emergency Services</li> </ul>	<p>There are likely to be <b>no major adverse effects</b> on protected characteristic groups due to a shift away from car travel. Any potential effects linked to accessibility/severance may be mitigated if the design of the LTN is of high quality and accessible.</p> <p><b>Overall, this risk is considered to be minimal and does not require a great degree of management, however consideration should be given to the recommendations set out in chapter 6, in addition to the existing proposed measures.</b></p>

	<p>which may increase severance for those accessing the LTN by walking or cycling. However, the risk of through traffic transferred to the boundary roads – particularly at first – could settle in time, as these roads are better equipped to deal with higher levels of traffic than the local residential streets.</p>		<ul style="list-style-type: none"> <li>Monitoring the situation over the trial period</li> </ul>	<p>Further mitigation measures are recommended in order to minimise this impact on protected characteristic groups (Chapter 6. Action planning).</p>
<p><b>Change in parking behaviour</b></p>	<p>The scheme has the potential to result in changes in parking behaviours across the LTN – particularly along Ireland Street and nearby footways – resulting in beneficial effects during operation. This will benefit pedestrian and wheelchair movements by removing on-road obstructions, thereby relatively benefitting all active travel users and disabled people across the LTN.</p> <p>Also, parking on footways can be a major obstruction and potential danger for people with children in pushchairs.</p> <p>However, a reduction in parking infrastructure, especially if this includes spaces close to services and facilities or Blue Badge parking, can disproportionately impact those who are reliant upon a car to travel if appropriate alternatives for transport are not available.</p>	<ul style="list-style-type: none"> <li>Children</li> <li>Older people</li> <li>Disabled people</li> </ul>	<ul style="list-style-type: none"> <li>Formalised off-street parking</li> <li>Formalised on-street parking</li> <li>Monitoring informal pavement parking</li> </ul>	<p>There are likely to be <b>no major adverse or beneficial effects</b> during the trial period of the LTN implementation on protected characteristic groups due to a change in parking behaviour.</p> <p>There may be limited effects linked to a reduction in parking infrastructure, especially if this includes spaces close to services and facilities or Blue Badge parking.</p> <p>However, over time, the scheme has the potential to bring beneficial effects on protected characteristic group through removing on-road and pavement obstructions, such as parked cars.</p> <p>Overall, the <b>initial risk is considered to be largely managed</b> through a range of proportionate measures.</p> <p>Further mitigation measures are recommended in order to minimise this impact on protected</p>

---

characteristic groups (6. Action  
planning).

---

## 6 Action planning

The following action plan establishes activities and responsibilities arising from the findings of this EqlA, to continue to identify and address equality issues where they arise. It is the responsibility of WBC to implement the recommendations mitigating the risks or enhancing the opportunities identified.

**Table 6.1: Action plan**

Recommendation	Potential impact (s) addressed	Timeframe	Responsibility
Target areas where higher air and noise pollution levels and higher proportions of affected protected characteristic groups coincide for early active travel interventions. <i>(Enhancement)</i>	Reducing traffic volumes; Shift away from car travel – Heath benefits of improved air quality and decreased noise pollution	Medium term: Spring 2022 – Summer 2023	WBC
Ensure the travel environment is designed to high accessibility and safety standards. Understand the barriers to active travel for different people and maintain and create pedestrian and active travel infrastructure that supports equal access and participation. <i>(Enhancement)</i>	Reducing traffic volumes – Encouraging active travel	Medium term: Spring 2022 – Summer 2023	WBC
Provide secure cycle parking both near homes and key destinations – locations to be identified following the LTN monitoring on traffic and active travel flows, and local consultations. <i>(Enhancement)</i>	Reducing traffic volumes – Encouraging active travel	Medium term: Spring 2022 – Summer 2023	WBC
Identify and address additional or worsened severance spots. Address in the long-term possible issues with severance, should the trial be made permanent. <i>(Mitigation)</i>	Shift away from car travel – Accessibility/severance; Improving walking and cycling permeability within the neighbourhood	Medium term: Spring 2022 – Summer 2023	WBC
Work with local council to develop exemption scheme for care workers or visitors to those with additional needs. <i>(Mitigation)</i>	Shift away from car travel – Accessibility/severance	Prior to the implementation of the scheme and throughout	WBC
Work with the local community to ensure any changes to public	Shift away from car travel –	Prior to the implementation	WBC

Recommendation	Potential impact (s) addressed	Timeframe	Responsibility
transport routes or infrastructure is well communicated in advance through a variety of methods, including utilising translation if required. <i>(Mitigation)</i>	Accessibility/ severance	of the scheme and throughout	
Ensure that accessibility to key locations, such as parks, community centres, shops and medical facilities, is maintained for those who cannot make use of public transport or active travel. <i>(Mitigation)</i>	Shift away from car travel – Accessibility/ severance	Short term: Spring 2022	WBC
Ensure that diversions and other management procedures are advertised throughout the local area, to help residents and visitors navigate the LTN flawlessly. Clear signage for diversions should be provided through an information campaign. <i>(Mitigation)</i>	Reducing traffic volumes; Shift away from car travel – Accessibility/ severance	Short term: Spring 2022	WBC
Continue the engagement with key stakeholders to gain insights on effects generated by the implementation of the scheme. <i>(Mitigation)</i>	Reducing traffic volumes; Shift away from car travel	Ongoing	WBC
Reinforce and expand the engagement with schools. <i>(Enhancement)</i>	Reducing traffic volumes; Shift away from car travel – Making streets safer; Encouraging active travel	Ongoing	WBC
Provide up-to-date information on the effects of the LTN, detailing how this has been measured, monitored and reported, to gain community support for the scheme. <i>(Mitigation)</i>	Information and communication	Ongoing	WBC

## 7 Conclusions

This EqIA identified a number of opportunities and risks that might occur for people with protected characteristics as a result of the Orford LTN scheme's implementation, as well as mitigations to manage such effects. It was created in part to demonstrate WBC's consideration of UK equality legislation, including the Equality Act.

According to the assessment, the Orford LTN scheme has the potential to improve equality of opportunity for several protected characteristic groups that live, work, or visit Orford. However, it is important to review recommended mitigation and enhancement measures to ensure that the full potential of these opportunities is realised.

## A. Area profile and proportionality

### A.1 Socio-demographic profile of the area

The area profile below provides a wider contextual demographic characterisation of the area in which the study area falls. The data includes the current social and economic context of the study area and relevant comparators, namely Warrington, the North West region, and England. In comparing these regions, where the study area deviates by more than 3%, the difference is reported as such.

The demographic data has been sourced from publicly available data and only applies to the resident population.

#### Age

The following tables show the population by key age group including children, young people, the working age population, and older people within the Orford LTN and the above comparator areas. The figures show the proportion of each age group within the different areas.

#### Children (under 16)

The table below shows that children make up 18% of the total population of the study area. This figure is broadly in line with Warrington, North-West of England and England (19%).

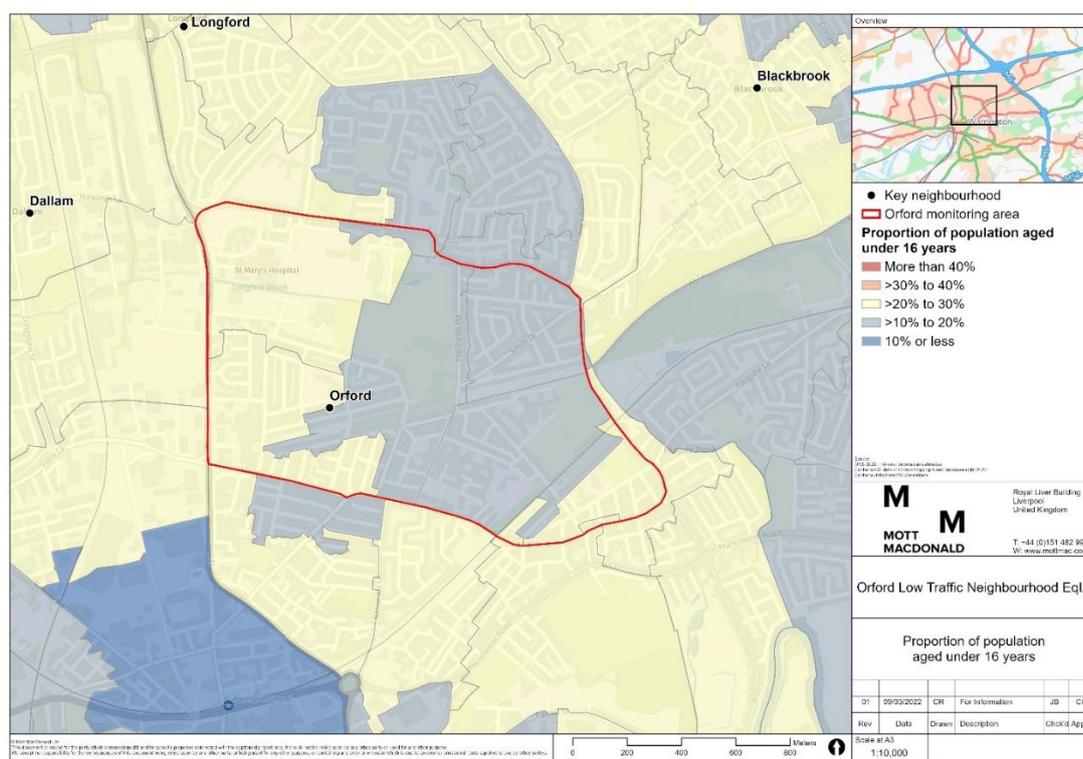
**Table A.1: Children under 16**

Location	Total 2020 population	Children (under 16 years)	%
<b>Study area</b>	6,970	1,236	18%
<b>Warrington</b>	209,397	39,432	19%
<b>North West</b>	7,367,456	1,410,190	19%
<b>England</b>	56,550,138	10,852,240	19%

Source: 2020 mid-year population estimates

The following figure illustrates that the proportion of children living in the study area is between 10 and 30%. This is in line with the areas immediately around the study area.

**Figure A.1: Proportion of children under 16 years within the study area**



Source: Ordnance Survey Zoomstack; Office for National Statistics (2020) Mid-Year Population Estimates

### Young people (16-24 years old)

The table below shows the proportion of young people in the study area (10%) is broadly in line with figures for Warrington (9%), the North West of England and England (both at 11%).

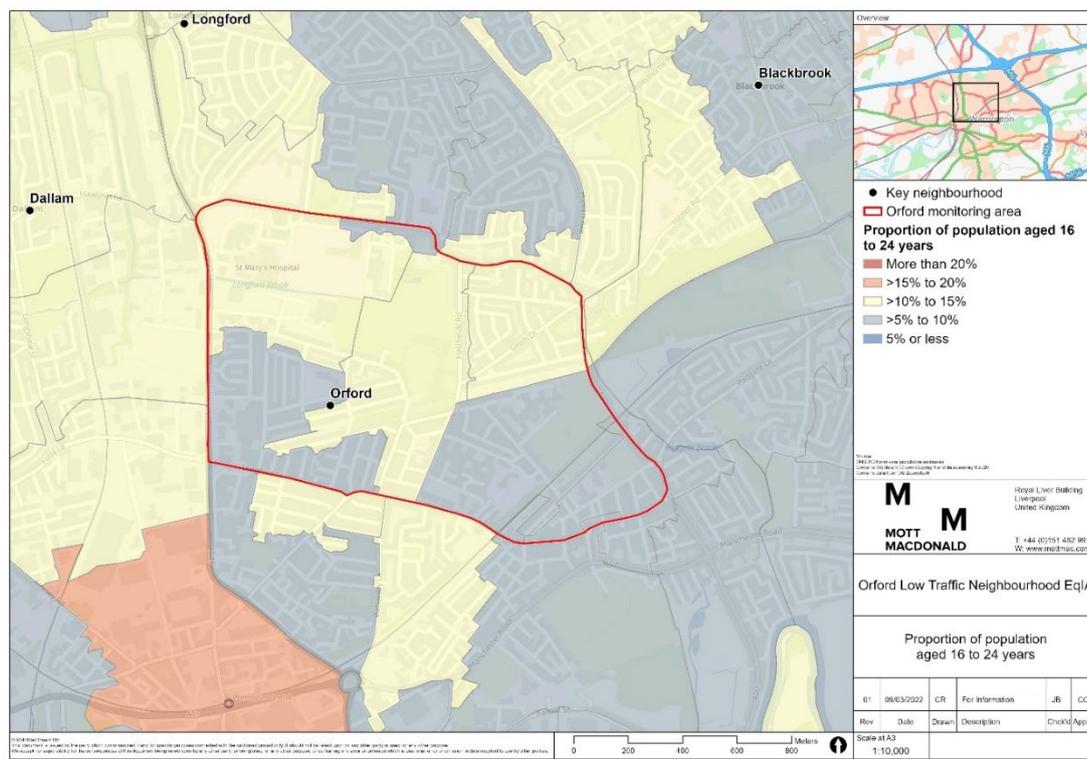
**Table A.2: Young people (16-24 years)**

Location	Total 2020 population	Young people (16 to 24s)	%
Study area	6,970	684	10%
Warrington	209,397	19,056	9%
North West	7,367,456	789,251	11%
England	56,550,138	5,950,637	11%

Source: 2020 mid-year population estimates

Figure A.2 below shows the proportion of young people in the study area is between 5% and 15%. This is broadly in line with the areas immediately surrounding the site, but lower than an area to the southwest around Warrington Central, where proportions of young people rise to over 20%.

**Figure A.2: Proportion of young people in the study area**



Source: Ordnance Survey Zoomstack; Office for National Statistics (2020) Mid-Year Population Estimates

### Working age people (ages 16- 64)

Table A.3 shows the proportion of working age people in the study area represents 64%. This is in line with figures for Warrington, the North West and England (all at 62%).

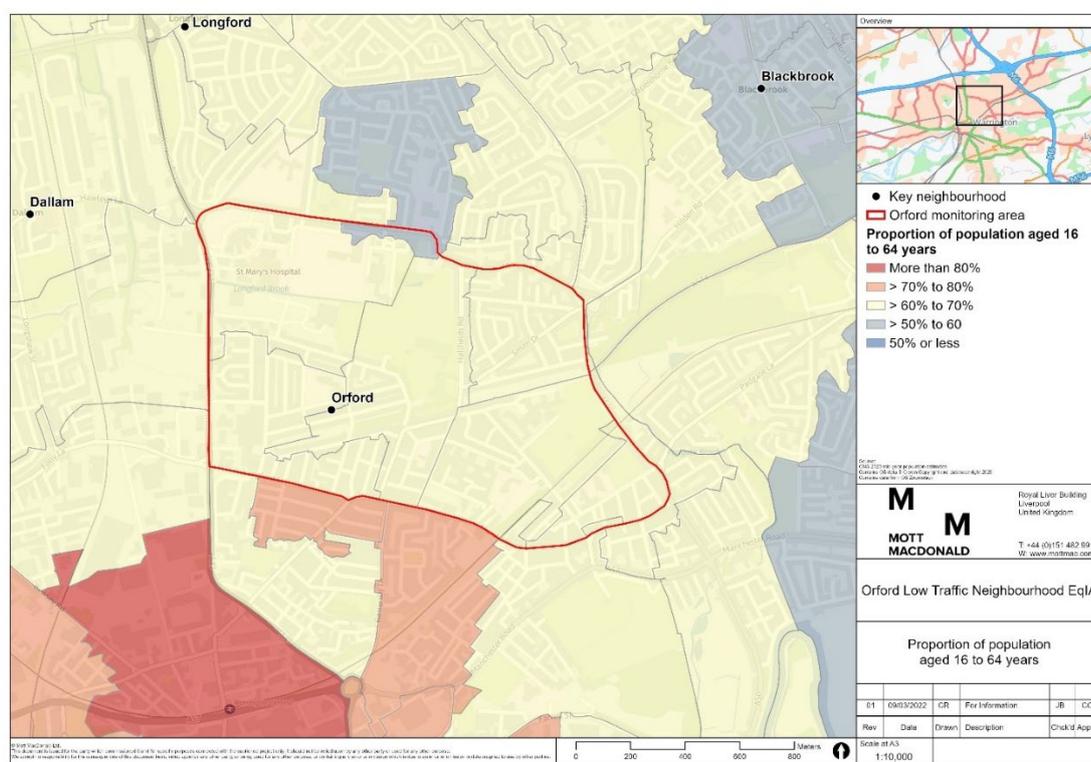
**Table A.3: Working age people (aged 16 and 64)**

Location	Total 2020 population	Working age people (16-64)	%
<b>Study area</b>	6,970	4,470	64%
<b>Warrington</b>	209,397	129,913	62%
<b>North West</b>	7,367,456	4,572,870	62%
<b>England</b>	56,550,138	35,233,879	62%

Source: 2020 mid-year population estimates, ONS

The figure below shows that the proportion of working age people in the study area is between 60% and 70%. This is broadly in line with most surrounding areas to the north, east and west, but considerably less than areas to the south, around Warrington Central, where proportions rise to over 70%.

**Figure A.3: Proportion of working age people in the study area**



Source: Office for National Statistics (2020) Mid-Year Population Estimates

### Older people (age 65 and over)

The table below shows that the proportion of older people in the study area is 18%. This is in line with figures for Warrington, the North West of England and England (all at 19%).

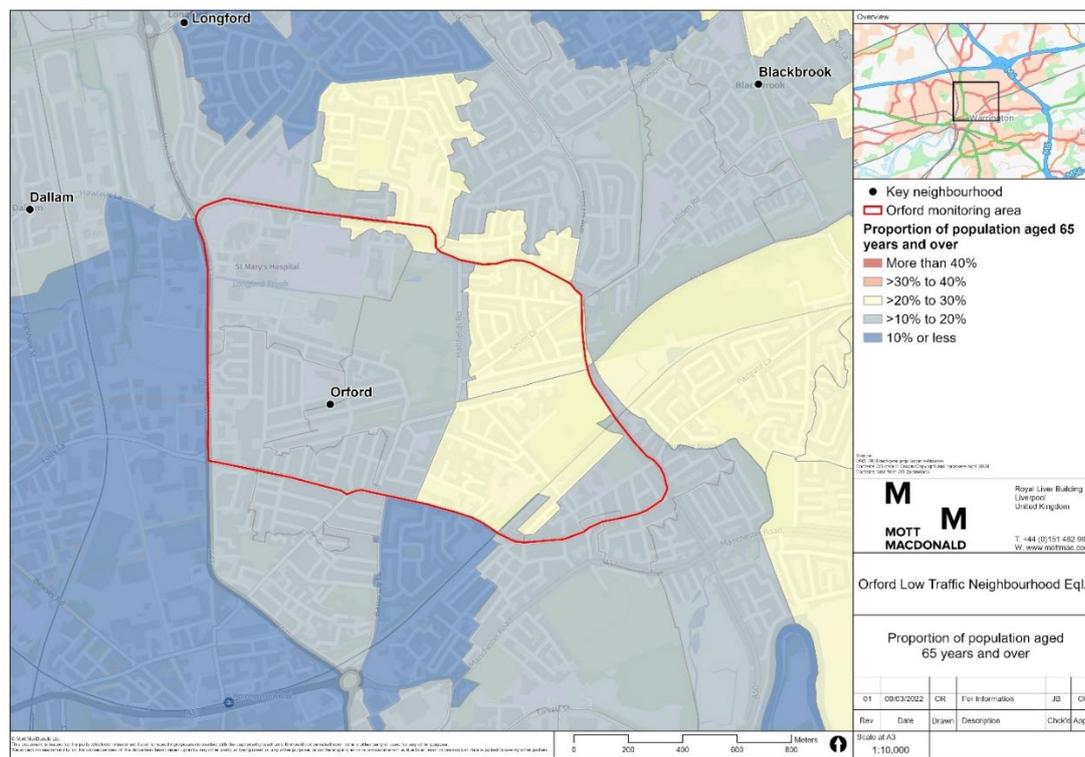
**Table A.4: Older people (aged 65 and older)**

Location	Total 2020 population	Older people (aged 65 and older)	%
<b>Study area</b>	6,970	1,233	18%
<b>Warrington</b>	209,397	40,052	19%
<b>North West</b>	7,367,456	1,384,396	19%
<b>England</b>	56,550,138	10,464,019	19%

Source: 2020 mid-year population estimates, ONS

Figure A.4 shows the proportion of the population within the study area aged over 65 is between 10% and 30%. This is broadly in line with areas to the north and west of the study area, but considerably higher than areas to the east and south, where this figure falls to less than 5%.

**Figure A.4: Proportion of population aged 65 and over**



Source: Ordnance Survey Zoomstack; Office for National Statistics (2020) Mid-Year Population Estimates

## Disability

The table below shows the proportion of the population with a disability or long-term health condition that limits their day-to-day activities.

**Table A.5: Population by disability**

Location	Activities limited a little	Activities limited a little (%)	Activities limited a lot	Activities limited a lot (%)	Activities not limited	Activities not limited (%)	% LTHD of total pop.
<b>Study area</b>	707	10%	757	11%	5,706	80%	20%
<b>Warrington</b>	18,057	9%	16,940	8%	167,231	83%	17%
<b>North West</b>	702,760	10%	724,045	10%	5,625,372	80%	20%
<b>England</b>	4,947,192	9%	4,405,394	8%	43,659,870	82%	18%

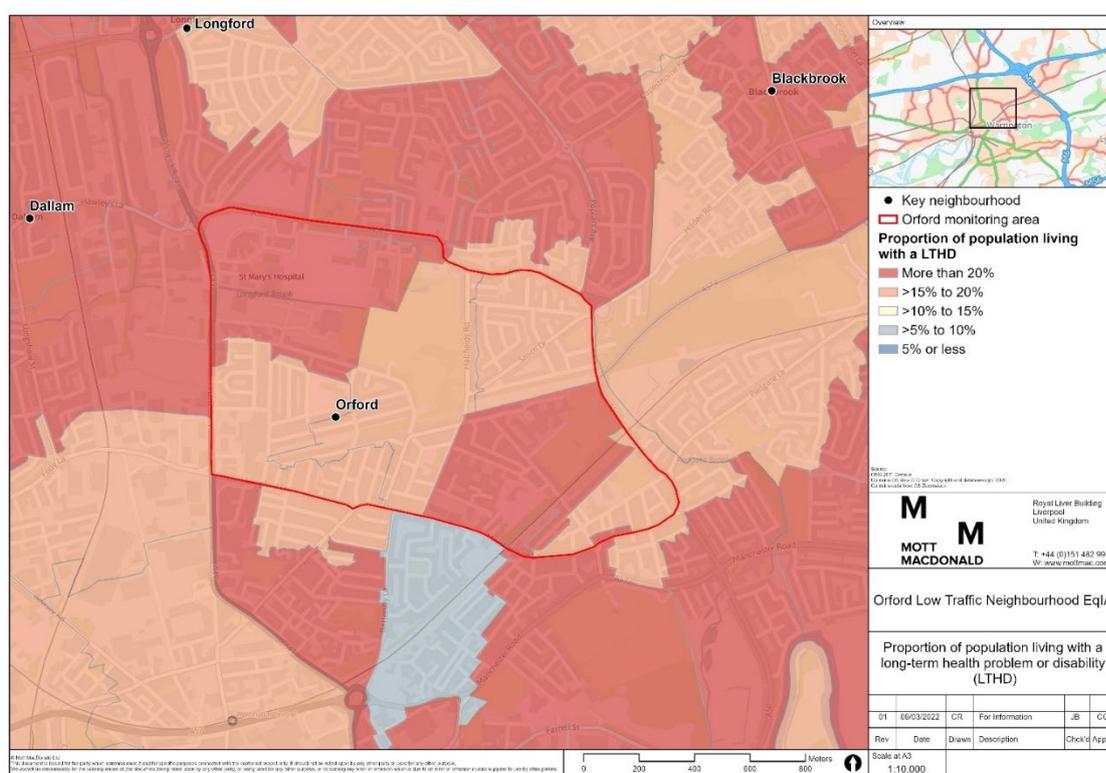
Source: 2011 Census, ONS

Table A.5 shows that 20% of the total population in the study area have a disability or long-term health problem, which is in line with the comparative figures for Warrington (17%), the North West (20%) and England (18%).

The table also shows that 11% of the total population in the study area have a disability which limits their day-to-day activities a lot. This is in line with Warrington (8%), the North West of England (10%) and England (8%).

The figure below illustrates that the proportion of people living in the study area with a LTHD is broadly greater than 15%, rising to above 20% in the north west and south east. This is broadly in line with the areas surrounding the study area, other than a small area to the south of the site where the proportion of people with a LTHD falls under 10%.

**Figure A.5: Proportion of the population living with a LTHD**



Source: Ordnance Survey Zoomstack; 2011 Census; ONS - long-term health problem or disability

## Gender reassignment

There are no Census or other data for the number of gender variant within the study area or the UK more widely. Data on gender identity is currently limited as there are still several methodological challenges in obtaining this data, such as privacy and acceptability, complexity, accuracy, terminology, small sample universe, and the sensitivity of information required. The ONS, though, has estimated that the size of the Trans community in the UK could range from 65,000 to 300,000.<sup>44</sup>

<sup>44</sup> Office for National Statistics (date unknown): 'Gender identity update', Office for National Statistics (2009): 'Trans Data Position Paper'.

## Marriage and civil partnership

The table below shows the proportion of the population who are married or in a civil partnership in Warrington, the North West of England and England as a whole.

**Table A.6: Marital and civil partnership status**

Location	Single (never married or never registered a same-sex civil partnership)	Married	Civil Partnership	Separated (but still legally married)	Divorced or formerly in a same-sex civil partnership which is now legally dissolved	Widowed or surviving partner from a same-sex civil partnership
<b>Study area</b>	37%	40%	0.1%	3%	11%	7%
<b>Warrington</b>	31%	50%	0.1%	2%	9%	7%
<b>North West</b>	36%	45%	0.2%	3%	9%	7%
<b>England</b>	35%	47%	0.2%	3%	9%	7%

Source: 2011 Census, ONS

The table above shows that the married population make up 40% of the study area, which is considerably lower than the Warrington (50%), the North West of England (45%) and England (47%) percentages.

The proportion of people in a same sex civil partnership in the study area (0.1%) is broadly in line with Warrington (0.1%), the North West of England (0.2%) and England (0.2%).

## Pregnancy and maternity

Table A.7, below, shows that Warrington's General Fertility Rate (GFR - 53.2), is in line with both North West England (55.9) and England (55.3). The GFR accounts for all live births per 1000 women aged 16 to 44. The Total Fertility Rate (TFR – the average number of children born per woman) is 1.56 in Warrington, is lower than in the North West of England (1.6) and England (1.6).

**Table A.7: General Fertility Rate and Total Fertility**

Location	GFR	TFR
<b>Study area</b>	-	-
<b>Warrington</b>	53.2	1.56
<b>North West</b>	55.9	1.61
<b>England</b>	55.3	1.59

Source: ONS Live births in England and Wales: birth rates in local authority areas, 2020

## Race and ethnicity

The table below provides a breakdown of the population for those who are from an ethnic minority background living within Orford LTN compared with Warrington, the North West of England and England.

The proportion of those from an ethnic minority background in Orford LTN (7%) is broadly in line with Warrington (7%), but considerably lower than the North West England (13%) and England (20%).

There is a higher proportion of White British people in Orford LTN (93%) which is broadly in line with figures for Warrington (93%). This is considerably higher than the North West of England (87%) and England (80%).

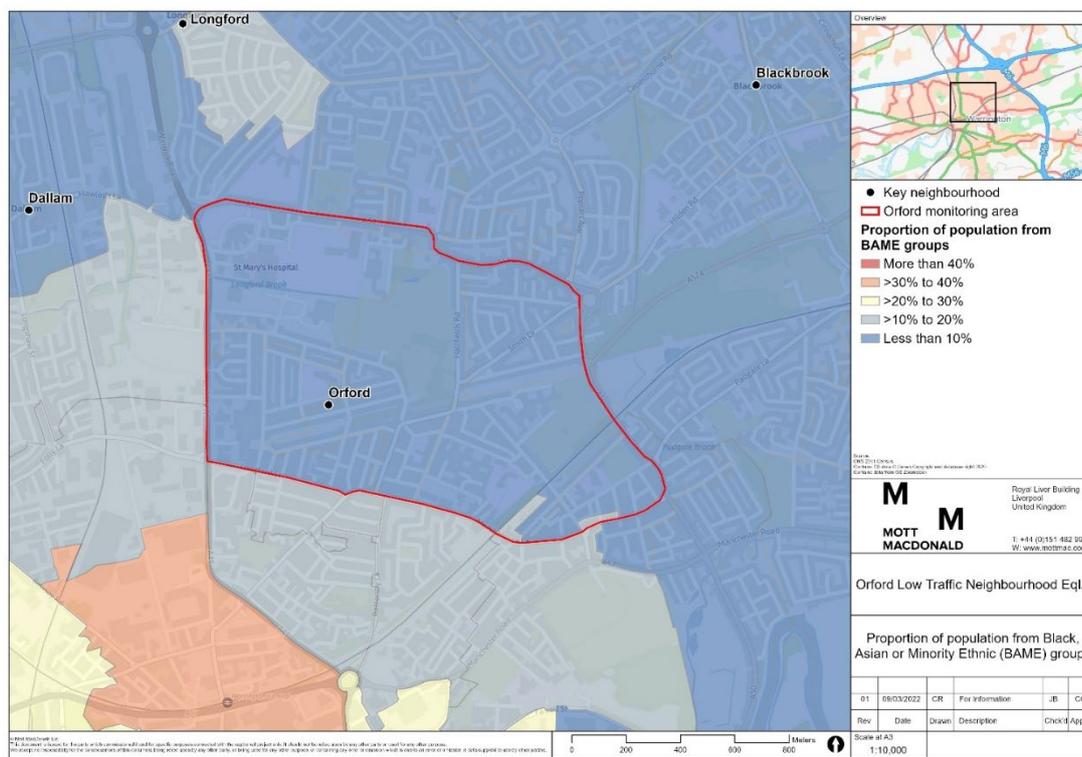
**Table A.8: Population by race and ethnicity**

Location	Study area	Warrington	North West	England
<b>White: English/Welsh/Scottish/Northern Irish/British</b>	93.4%	92.9%	87.1%	79.8%
<b>White: Irish</b>	0.5%	0.7%	0.9%	1.0%
<b>White: Gypsy or Irish Traveller</b>	0.2%	0.0%	0.1%	0.1%
<b>White: Other White</b>	3%	2%	2%	5%
<b>Mixed: White and Black Caribbean</b>	0.5%	0.3%	1%	1%
<b>Mixed: White and Black African</b>	0.2%	0.2%	0.3%	0.3%
<b>Mixed: White and Asian</b>	0.2%	0.3%	0.4%	1%
<b>Mixed: Other Mixed</b>	0.2%	0.2%	0.3%	1%
<b>Asian: Indian</b>	0.3%	1%	2%	3%
<b>Asian: Pakistani</b>	0.3%	1%	3%	2%
<b>Asian: Bangladeshi</b>	0.0%	0.1%	1%	1%
<b>Asian: Chinese</b>	0.3%	0.4%	1%	1%
<b>Asian: Other Asian</b>	0.3%	1%	1%	2%
<b>Black: African</b>	0.1%	0.2%	1%	2%
<b>Black: Caribbean</b>	0.1%	0.1%	0.3%	1%
<b>Black: Other Black</b>	0.0%	0.0%	0.2%	0.5%
<b>Other: Arab</b>	0.1%	0.1%	0.3%	0.4%
<b>Other: Any other ethnic group</b>	0.1%	0.1%	0.3%	0.6%
<b>All non-white British</b>	6.6%	7.1%	12.9%	20.2%

Source: 2011 census, ONS

The figure below illustrates the proportion of the population from an ethnic minority background living in the study area is less than 10%. This is in line with areas towards the north and east of the study area, but less than areas to the south and west, which rise to over 30%.

**Figure A.6: Proportion of the population from an ethnic minority background**



Source: Ordnance Survey Zoomstack; Office for National Statistics 2011 Census

## Religion and belief

The table below demonstrates that those who identify as Christian make up the largest (by proportion) religious or faith group in Orford LTN, followed by those who identify as having no religion.

72% of the population of Orford LTN identify as Christian, which is in line with the figures for Warrington (72%), but considerably higher than figures for the North West (67%) and England (60%).

20% of the population of Orford LTN identify as having no religion. This is in line with figures for Warrington and the North West (both at 20%), but considerably lower than England (25%).

**Table A.9: Population by religion and belief**

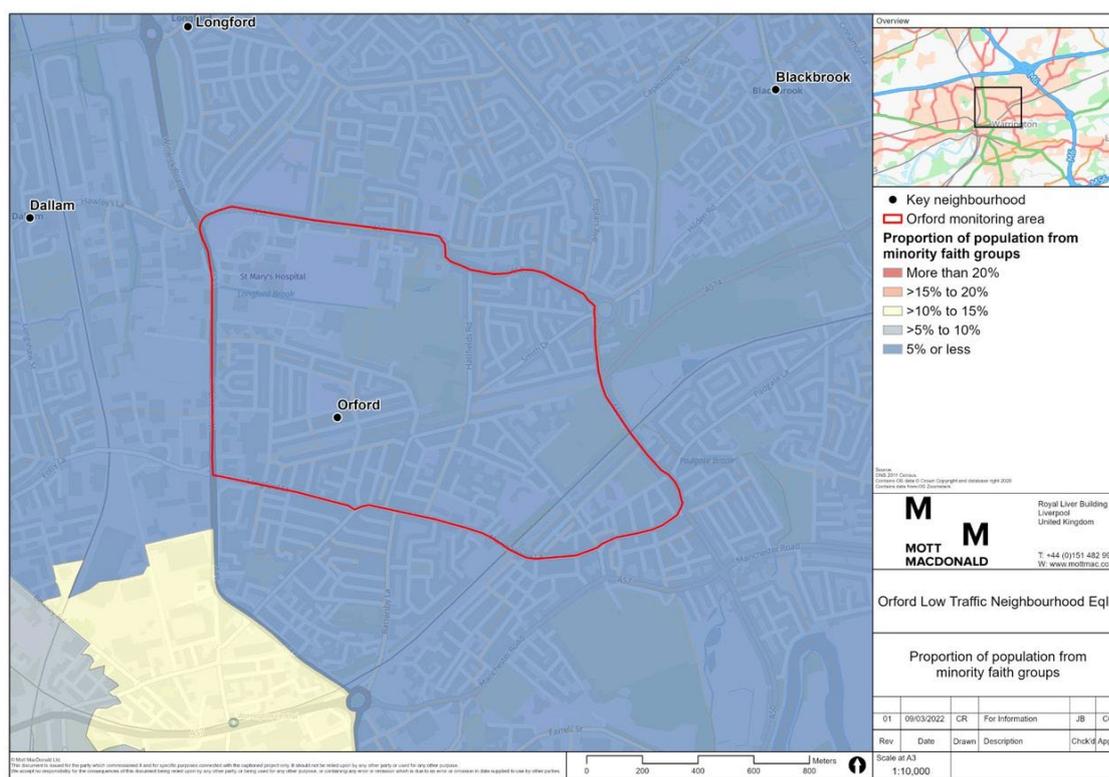
Location	Study area	Warrington	North West	England
Christian	72%	72%	67%	60%
Buddhist	0.2%	0.2%	0.3%	0.5%
Hindu	0.2%	0.6%	0.5%	1.5%
Jewish	0.0%	0.1%	0.4%	0.5%
Muslim	0.6%	1.0%	5.1%	5.0%
Sikh	0.0%	0.2%	0.1%	0.8%
Other religion	0.3%	0.3%	0.3%	0.4%
No religion	20%	20%	20%	25%

Location	Study area	Warrington	North West	England
Religion not stated	6%	6%	6%	7%

Source: Source: 2011 census, ONS

Figure A.7 shows that the proportion of those from a minority faith group is 5% or less of the total population. This is in line with the wider local area which also has less than 5% of the total population. Only towards the south-east, to the Warrington city centre, the proportion of the population from a minority faith group grows to between 10% to 20%.

**Figure A.6: Proportion of total population who are from a minority faith group**



Source: Ordnance Survey Zoomstack; Office for National Statistics 2011 Census

## Sex

The following table shows the proportion of the population who are male and female in Orford LTN, compared to Warrington, the North West of England and England. The proportions of men and women in Orford LTN is broadly in line with those in the comparative regions.

**Table A.10: Population by sex**

Location	Male	Female
Study area	48%	52%
Warrington	50%	50%
North West	49%	51%
England	49%	51%

Source: 2020 mid-year population estimates, ONS

## Sexual orientation

There is only very limited data available on this protected characteristic for the study area. However, emerging experimental statistics relating to sexual identity are available nationally and at a regional level.

In 2017, estimates from the Annual Population Survey (APS) showed that 596,000 people in London (8.4%) identified as gay, lesbian, bisexual or other. This comprised of:

- 2.1% identifying as gay or lesbian
- 0.7% identifying as bisexual
- A further 0.7% of the population identified themselves as “other”, which means that they did not consider themselves to fit into the heterosexual or straight, bisexual, gay or lesbian categories.
- A further 4.9% refused or did not know how to identify themselves.<sup>45</sup>

## Deprivation

The index of Multiple Deprivation (IMD) brings together data covering seven different aspects or ‘domains’ of deprivation into a weighted overall index for each Lower-layer Super Output Area (LSOA) in England.<sup>46,47</sup> The scores are then used to rank the LSOAs nationally and to calculate an IMD score for each local authority area. These are then divided into deciles or quintiles, with 1 being the most deprived 20% of LSOAs, and 5 the least deprived 20% of LSOAs (in the case of quintiles).

The following table shows the proportion of the population of the study area who live in each deprivation quintile.

The study area falls within an area of high deprivation, with 53% of the residents living in the most deprived quintile. This is considerably higher than the comparative percentages for Warrington (19%), the North West (35%) and England (20%).

0% of the population of the study area belong to the two least deprived quintiles. This is compared with 54% of the population of Warrington, 31% of the North West, and 39% of England.

**Table A.11: Population by deprivation**

Location	Most deprived quintile	Second most deprived quintile	Third most deprived quintile	Fourth most deprived quintile	Least deprived quintile
Study area	53%	32%	15%	0%	0%
Warrington	19%	18%	8%	23%	31%

<sup>45</sup> ONS (2017): See:

<https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualidentityuk/2016> and <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/datasets/sexualidentityuk>

<sup>46</sup> The domains used in calculating the index are: Income; Employment; Education, Skills and Training; Health Deprivation and Disability; Crime; Barriers to Housing and Services; and Living Environment.

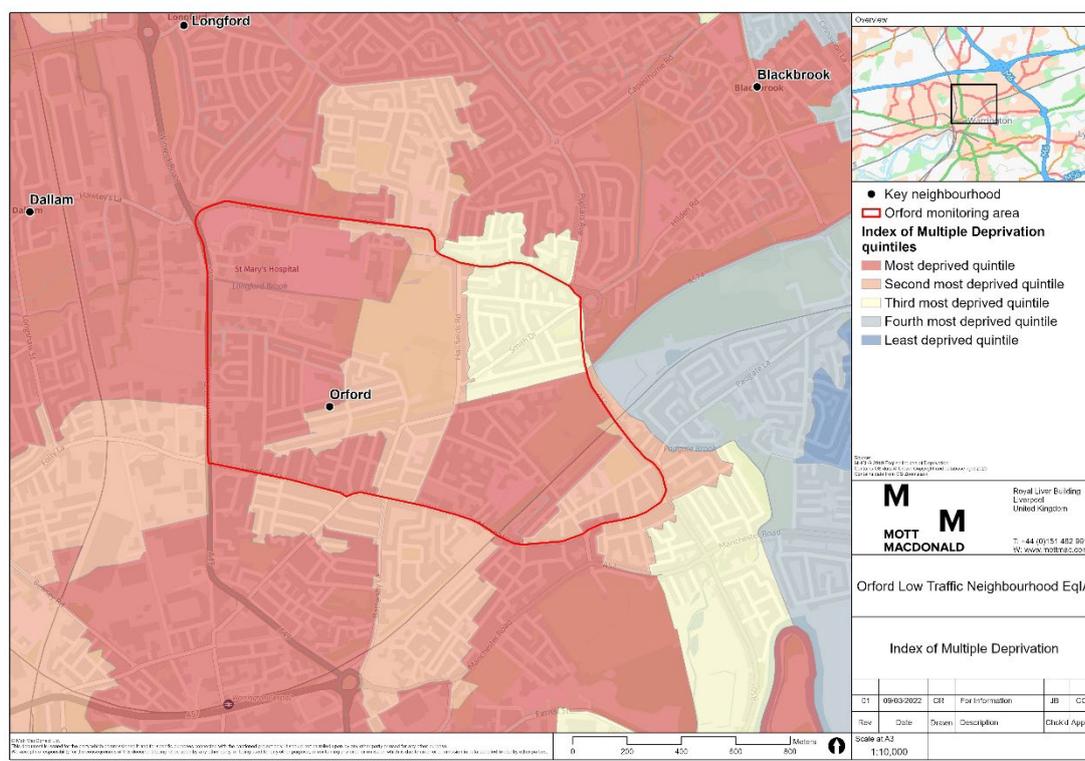
<sup>47</sup> LSOAs are a geographical unit which has an average of 1,500 residents and 650 households. They were developed following the 2001 census, through the aggregation of smaller census output areas, to create areas with a reasonably compact shape and which were socially similar (assessed through housing type). (<https://data.gov.uk/dataset/c481f2d3-91fc-4767-ae10-2efdf6d58996/lower-layer-super-output-areas-lsoas>)

Location	Most deprived quintile	Second most deprived quintile	Third most deprived quintile	Fourth most deprived quintile	Least deprived quintile
North West	35%	19%	15%	17%	14%
England	20%	21%	20%	20%	19%

Source: ONS 2020 mid-year population estimates and MHCLG 2019 Indices of Multiple Deprivation

The following figure demonstrates that most of the study area falls within either the most or second most deprived quintile, with a small area to the north east falling within the third most deprived quintile. This is broadly in line with areas to the north, south and west, but areas to the east fall within the fourth most and least deprived quintiles.

Figure A.8: Indices of Multiple Deprivation



Source: Ministry of Housing, Communities, and Local Government, 2019 Index of Multiple Deprivations

