

EQUALITIES IMPACT ASSESSMENT QUESTIONNAIRE

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| SERVICE: LOCAL TRANSPORT PLAN | Department: Chief Executive's |
| Person Responsible for Assessment: Peter Roberts with Sue Dobson | Date of assessment: 3/11/10 – Initial Assessment – PR/SD 19/11/10 – Analysis and write-up - PR |

Brief description of service and to whom provided/available:

The Third Local Transport Plan sets out the local transport strategy for the period 2011-2026, and the implementation plan of schemes and initiatives for the next 3 to 4 years. It seeks to build on the policies and programmes pursued through LTP1 (2001-06) and LTP 2 (2006-11). At the time that this initial Equalities Impact Assessment is being carried out, LTP3 has been drafted and is currently subject to public consultation. The findings of this assessment, and of Disability Equalities Impact Assessment, will be considered by Cabinet as part of the report on public consultation and on recommended changes arising from public comments.

The LTP is a universal 'place' service in that it sets out a transport strategy and programmes that will impact potentially on everybody living, working in and visiting the borough. However universal strategies and programmes can have a disproportionate impact on different individuals and groups, depending on their circumstances, and transport policy is expected to recognise, address and seek to mitigate this potentially disproportionate impact. Equalities legislation identifies groups of people with 'protected characteristics', and policy and service delivery should be designed to ensure their social inclusion. The key groups of people who could be disadvantaged by universal transport provision that takes no account of their needs include people without access to cars, disabled people and people with long-term limiting illnesses, children and young people, and carers of people in these groups.

The purpose of this initial 'multi-strand' equalities impact assessment is to examine the draft LTP3 to identify any aspects of policy that could lead to disadvantage for the groups of people affected by the 'Issues' listed under question 1 of this template, and to propose mitigating measures. A separate Disability Equality Impact Assessment will be carried out, in accordance with statutory requirements and Darlington's Disability Equality Scheme.

One of the repeated difficulties in carrying out impact assessments of strategy and policy documents such as the Local Transport Plan is that disproportionate impact and disadvantage often emerge in the detailed implementation of strategies and policies and are difficult to identify in the policies themselves. At this early stage in the development of LTP3 the impact assessment can only highlight areas where issues could arise in the detailed implementation of policies. Detail will be developed through the annual Implementation Plans prepared to translate strategy into action, and these will require further rounds of impact assessment.

Peter Roberts, 3rd December 2010.

Introduction

All the Council's services have been prioritised with regard to their potential impact on the promotion of equalities. Each service has been given a 'impact rating' of high, medium or low priority and this has been used to draw up a three year programme during which formal impact assessments will be conducted (those with a 'high' rating falling into the first year and so on).

The impact assessment looks at how a service is provided and how it promotes, monitors and consults in respect of equalities. Completion of the impact assessment will help us determine the extent to which services meet the requirements of the Equality Standard for Local Government, the Race Relations (Amendment) Act 2000 and the Disability Discrimination Act 1995.

The attached questionnaire provides a structure for undertaking the impact assessment. Local information and examples should be provided wherever possible.

This is a generic document that will require interpretation in particular circumstances. If, after reading the guidance, you require further information on how to implement the assessment, please contact David Plews, Policy Advisor (Social Inclusion) on 01325 388023.

Q.1 Is your service accessible to everyone within the community? Bear in mind any economic, social, environmental, physical, intellectual, cultural, linguistic, technological or other barriers.

| Issue | Yes | No | If yes, what evidence do you have to demonstrate this? | If no, what do you plan to do to remove barriers to access? |
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| Race (inc. culture and nationality) | ✓ | | The transport outcomes, options and policy choices set out in the draft plan emphasise the need to provide access to jobs, services and facilities for everyone, placing emphasis on sustainable travel options and ensuring that people who do not have access to a car are not disadvantaged in access term. | Detailed implementation plans should consider whether this issue raises particular needs, such as language options around transport information or any cultural constraints affecting the way people might use buses/taxis. If emphasis is placed on walking and cycling, are there any cultural implications for some racial groups to be taken into account? |
| Religion or belief | ✓ | | As above – there are no specific considerations raised by this issue at the strategy level. | Consider the needs of particular congregations for access to places of worship on the appropriate holy days. How will they be affected by changes to bus services, including supported services, or by any other future proposals arising from LTP3 affecting public transport or any form of community transport? |

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| Gender (inc. transvestitism, transgender and transsexuality) | ✓ | | As above – there are no specific considerations raised by this issue at the strategy level. | Is personal security an issue for these or any other specific groups in relation to transport services or facilities? |
| Sexuality (inc. homosexuality and bisexuality) | ✓ | | As above – there are no specific considerations raised by this issue at the strategy level. | As above |
| Impairment (inc. physical and/or mental impairments) | ✓? | | The demographic trend towards an ageing population, with reduced mobility and increase in disability, is highlighted on page 44. A preferred policy option is to work with private and voluntary sector providers to adapt the existing transport network to meet more of the needs of older people and ‘people with disabilities’, limiting the need for specialist transport. | Terminology – ‘disabled people’ is preferred to ‘people with disabilities’. Whilst the preferred policy option is clearly stated, the issues and difficulties for disabled people using buses and taxis are well known, and have been reinforced in the discussions around the EIAs on Ring a Ride and budget proposals. These issues, and the where adaptations or improvements to the existing network need to be focused, could be clearly stated. The organisation of the plan gives the impression that the transport needs of older and disabled people are separate from mainstream transport needs, but disabled people need to access job opportunities. The content on pages 40 and 41 concerning the difficulty of accessing future jobs at the eastern end of the Tees Valley, and ensuring people can access local training and employment, should emphasise the need for provision to be accessible and inclusive of disabled people across physical and mental impairments. Car sharing may not be a practical option for some disabled people – provision in the wider Tees Valley is outside the scope of Darlington’s plan, but it should be clear about the implications of car-only options for some people. |
| Age | ✓? | | As above. | For some older people there will be greater choice about travel and leisure in the future, supported for some by the shift to personal budgets, and for some dependent on the future provision for concessionary travel. But for many older people travel options have been affected by the combination of recent proposals affecting |

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| | | | | <p>concessionary fares, supported bus services and Ring a Ride. Perhaps the supporting text on page 44 should reference these changes and provide some indication of the forms of provision and adaptation needed to ensure older people have travel choices and can access shops and facilities.</p> <p>The travel choices of children and younger people are not clearly addressed in the plan.</p> |
| Geographical location | | ✓ | | <p>There are references to rural areas and supported bus services, but there doesn't appear to be a specific focus on the needs of particular geographical areas, particularly rural areas and villages. The transport needs of non-car users in rural locations, and particularly older, disabled and younger people, are not addressed.</p> |
| Any other equality issue (e.g. people with dependants and/or caring responsibilities or people with a criminal record) | ✓? | | As per 'Impairment' above | <p>The comments above on Impairment and Age also apply to Carers of people with particular transport issues and needs.</p> |

Q.2 (a) For whatever reason, does your service treat any group differently from its other service users?

Yes

No

If you have answered 'yes', please specify those individuals or groups affected and whether the impact has the potential to be adverse.

People living in particular geographic areas – provision of supported bus services

Older people – concessionary fares

Disabled people – support for Shopmobility and highway adaptations

Children and young people – school travel planning

Non-car users – support for bus services; provision of facilities and support for cycling and walking

All these differential provisions are designed to have a positive impact of the travel choices of the specified groups. Potentially adverse effects will arise from reduction or withdrawal of provision through budget or policy decisions.

Generally provision to these groups is designed to counteract the adverse effect of the dominance of the private car in transport provision on those in society without access to a car or who are unable to use a car..

(b) What needs to be done to prevent any potentially adverse impact?

Potential adverse impacts need to be identified as part of the impact assessment process for individual policies or budget decisions. Where possible these should be prevented by changing the policy or adapting the implementation of the policy. If it is not possible to prevent adverse impacts the policy should seek to minimise them and identify alternatives where possible. The cumulative impact of policy decisions needs to be considered.

Q.3 (a) Do you promote equality within your service? (e.g. through departmental equalities group, innovative marketing or community engagement techniques)

Yes

No

If you have answered 'yes', please give examples of how equality is promoted.

Through engagement with representatives of groups of people at risk of transport disadvantage in the preparation of transport strategy and implementation plans and in addressing specific issues and proposals – e.g. GOLD, Darlington Association on Disability, schools – and directly with service users – e.g. Ring a Ride consultation.

Participation within corporate Talking Together engagement programme around budget proposals, area-based projects (e.g. Feethams and Town Centre Fringe) and on specific transport topics (e.g. Railway Station interchange)

School travel planning is a major ongoing focus of activity, working directly with children and young people.

Local Motion sustainable travel project engaged with every household in Darlington around travel needs and preferences, through an innovative social marketing programme.

Equalities Impact Assessment of strategies and proposals, and impact of corporate equalities policies through departmental co-ordinator.

Q.4 Are there any plans in place within your Service to promote equality more effectively?

Yes

No

If yes, please outline what you intend to do (including details, if known, of timescales and areas to be covered, etc.)

Further developments will follow-on from current restructuring programme, in the light of arrangements put in place within the new business organisation.

Q.5 In the past three years, have you consulted with any of the following groups regarding the delivery of and access to your service?

| Group | Yes | No | If yes, please give evidence (Who? When? What were the outcomes) | If no, what consultation do you plan to do and by when? |
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| Racial (inc. culture and nationality) | | ✓ | | Consultation will be undertaken as part of the delivery of future programmes of Individualised Travel Marketing, in particular with regard to appropriate language and any cultural issues regarding travel, particularly by sustainable modes. |
| Religion or belief | ✓ | | Consultation on individual schemes has included places of worship when they may be affected by changes to the highway. E.g. all places of worship within a defined geographic area as part of the consultation for changes in Haughton Village in 2008/09. Comments were considered as part of the review of the scheme and changes | |

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| | | | made as appropriate. | |
| Gender (inc transvestitism, transgender and transsexuality) | ✓ | | Consulted a wide range of people as part of the Socialdata research in 2004 and 2008. This included research on the basis of gender and resulting initiatives and communications were produced to target women in order to increase levels of cycling. | |
| Sexuality (e.g. homosexuality and bisexuality) | ✓ | | GADD were involved in the Investors In Health Initiative in 2009 and 2010 which included sustainable transport and health initiatives. | |
| Impairment (e.g. physical and/or mental impairment) | ✓ | | Learning Disability partnership were consulted in the Bridge Card in June 2010 | |
| Age | ✓ | | | |
| Geographical location | ✓ | | Discussions with parish representatives and residents of proposals affecting supported buses | |
| Any other status (e.g. people with dependants and/or caring responsibilities or people with a criminal record) | | | | |

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Q.6 Do you train your staff on equality issues?

Yes



No



If you have answered yes: What training is available? Who delivers it? Who receives it?

Corporate equalities training programme – delivered by external provider to all staff on a prioritised basis.

The most important training comes from direct engagement and discussion with representatives (GOLD, DAD in particular) of groups of people at risk of disadvantage around transport issues.

If you have answered no, what are your plans to deliver training in the future?