East Sussex
County Council

Appendix D

Equality Impact Assessment

Equality Impact Assessment

Name of the strategy or policy			
Local Transport Plan 3			

File ref:		Issue No:	
Date of Issue:	19 Aug 2009	Review date:	**1 June 2010** and at appropriate stages of LTP3 development **11 Aug 2010** **29 March 2011**

East Sussex
County Council

Part 1   Aims and implementation of the strategy or policy

1.1   What is being assessed?

a)   Name of the strategy or policy.

Local Transport Plan: 2011 to 2026 (LTP3). The Strategy element of this Plan will be developed in 2010/11. This EqIA is to ensure that the steps taken during the development of the Strategy are assessed in terms of equalities and that the final document does not discriminate against any group and that it promotes equality.

b)   Is this new or existing?

It is a new LTP building on the previous two LTPs and the vision and objectives of the Sustainable Community Strategy, "Pride of Place".

c)   What is the main purpose or aims of the strategy or policy?

The main purpose of the Local Transport Plan is to set the future direction for planning and providing infrastructure to deliver sustainable economic growth in our key areas for development and regeneration and maintaining our transport assets in East Sussex. It will guide and support the achievement of the vision for transport and access in the county as set out in the Sustainable Community Strategy, and maximise the impact on local and national objectives.

d)   Manager(s) and section or service responsible for completing the assessment.

Jon Wheeler, Team Manager Transport Policy and Penelope Bentley, Principal Transport Policy Officer in the Transport Policy Team.

1.2   Who is affected by the strategy or policy? Who is it intended to benefit and how?

The Local Transport Plan affects and is intended to benefit **all** residents, businesses and visitors to East Sussex as well as travellers and freight passing through the county. The Transport Act 2008 lays down in statute that we must have regard to the needs of older people and those with mobility difficulties when developing transport plans and policy. The Disability Discrimination Act requires that we have regard to the needs of disabled people. However it is intended that all groups and sections of the community benefit from the policies in the LTP.

1.3 Does the subject of this assessment impact positively or negatively on any of the following areas of people's lives (human rights)?

	Positive	Neutral	Negative
Life (capability to be alive)	X		
Physical Security (e.g. free from violence/fear)	X		X
Health	X		X
Education (learning and skills etc.)	X		
Standard of Living (independence, dignity and respect)	X		
Productive and valued activities (work, care and leisure)	X		
Individual, family and social life	X		
Participation, influence and voice (decision making)	X		
Identity, expression and self-respect	X		
Legal security		X	

1.4   How does the strategy or policy contribute to better community cohesion?

The LTP is intended to improve access for all communities to key centres and services such as employment, education and health, contribute to the prevention of social exclusion and support the viability and cohesion of communities.

As part of the evidence gathering consultation to inform the development of the plan and the draft strategy, many stakeholders and diverse groups have been invited to comment including groups representing younger and older people, the Residents' Panel, the voluntary and community sectors, representatives of black and minority ethnic people and of disabled groups and any other identified 'hard to reach' group. This has ensured that all people have had a chance to engage with the issues and be part of the solution.

Where specific schemes identified in the Implementation Plan element of the LTP are consulted upon at local level at a later date, input is required from local parish, town, borough and district councils, schools and communities. It is also a requirement of the Network Management Plan which is a daughter document of the current Local Transport Plan, LTP2, that local residents are informed and consulted on any roadworks in their vicinity.

1.5   What is the relevance of the aims of the strategy or policy, to the equality target groups and the County Council's duty to eliminate unlawful racial, disability and gender discrimination; and promote equality of opportunity?

See 1.2. LTP3 will have particular regard to the needs of older people, those with mobility difficulties and the disabled. It should have no bearing on particular faith groups, gender, sexuality or ethnicity because it will address mobility issues for all residents and will aim to promote equality of opportunity for those without access to personal transport whether in urban or rural areas. It will aim to improve the quality of life for all residents and to address issues around health and economic deprivation.

1.6   How is, or will the strategy or policy, be put into practice and who is, or will be responsible for it?

The LTP Strategy has been developed reflecting the guidance produced by Department for Transport (DfT) and after a 3 month consultation with stakeholders, in particular with members of the East Sussex Strategic Partnership (ESSP). The development of the Strategy has been overseen by a Project Board and scrutinised by the members of T&E Scrutiny Committee and Lead Member for T&E. There has also been an ongoing dialogue with the Government

Office of the South East (GOSE) during development of LTP3 and then annually to review delivery and progress. The final Strategy will be approved by Cabinet and submitted to the Department for Transport.

The Strategy will be followed by an LTP3 Implementation Plan which will be a business plan detailing how the strategy is to be delivered over a shorter timeframe, with projects and budgets and indicative timescales. Further EqIAs will be undertaken on the specific schemes in this plan. Delivery on projects will be led predominantly by ESCC employees and our term highway contractor, May Gurney, whose contract contains a commitment to comply with our requirements and not unlawfully discriminate against any group. For details of other partners see 1.7.

1.7 Are there any partners involved? E.g. Primary Care Trusts, NHS Trust, voluntary/community organisations, the private sector?

Yes, East Sussex Strategic Partnership (ESSP), Borough, District and Parish Councils, bus operators, train operators, Network Rail, Highways Agency, Sussex Safer Roads Partnership, Health Sector bodies, voluntary groups and community transport providers, taxi operators, Rural Transport Partnerships plus many other public, private sector and voluntary organisations are all involved in the delivery of the Local Transport Plan.

There are also the statutory environmental bodies which will be consulted separately on the Strategic Environmental Assessment (SEA) which is also required as part of the development of the plan and Natural England were consulted on the Habitats Regulations Assessment Screening Report.

1.8 If yes, how are partners involved?

Firstly by seeking their views to inform the development (vision, objectives, issues and challenges) of the LTP3 Strategy, again by responding and commenting on the draft strategy as part of the public consultation and finally by working in partnership (in some cases) to deliver the strategy in accordance with the Implementation Plan.

1.9 Is this project or procedure affected by joint commissioning or strategic planning activity e.g. Children's Act, Corporate Area Assessment etc?

The LTP is required under the Transport Act 2000 as amended by the Transport Act 2008. The LTP3 will also inform the emerging Local Enterprise Partnership for East Sussex.

Part 2   Consideration of data and research

2.1   List all examples of quantitative and qualitative data or any consultation information available that will enable the impact assessment to be undertaken.

Census data: Yes (via ESiF)   Staff survey, No

Other info:

- Responses to National Highways and Transportation (NHT) public satisfaction survey of residents. July 09 (random selection of residents)

- Responses to Residents' Panel Highways Survey August 09 (panel constituted to represent all groups in county)

- Responses to Residents' Panel 'Your community' survey   Sept 09

- Consultation with specific groups and stakeholders   Sept 09 (eg. East Sussex Seniors Association, BME groups, disabled groups, Voluntary and Community sector and Youth Cabinet etc)

- Previous data supplied by Older People's Forum and Youth Cabinet.

- A 12 week consultation on the draft strategy included groups representing all sections of the community in order to comply with the commitment in the East Sussex Compact.

Other quantitative and qualitative data: (not exhaustive)

- ESiF data on deprivation, equality of opportunity, area profiles etc

- Information and policies in the Sustainable Community Strategy

- ESCC Children and Young People's Plan 2008 – 11

- Views of children and young people contained in School Travel Plans

- ESCC "Time of Our Lives" Older People's Strategy

- Plus authoritative sources of national data

2.2 Equalities profile of users or those intended to benefit from the strategy or policy.

Census data: Yes
http://www.eastsussexinfigures.org.uk/webview/welcome.html

Staff survey, No

Other data:

- Data on population and area profiles available through ESiF

- Data on profile of county held by Corporate Equalities team

Because almost every resident in the county will potentially be affected by the strategy, there is a need to understand the equalities profile of the county relating to the whole population and to consider inequalities of income, skills and health as well as the conventional strands of gender, ethnicity, religion, age, disability or sexuality.

2.3 Evidence of complaints against the strategy or policy on grounds of discrimination.

None

2.4 Have you carried out any consultation or research on the strategy or policy?

Yes: X   Fill out questions 2.5 and 2.6

No: Got to Part 3

2.5 What does the consultation, research and/or data indicate about the negative impact of the strategy or policy?

A full public consultation was carried out between 4 October 2010 and 4 January 2011. This was publicised in Your County magazine twice, on the ESCC website and notified directly to over 300 organisations and individuals. We received 132 responses and have collated and analysed them according to the issues raised. These have informed the further development of the LTP.

No comments were made that specifically criticised the strategy for any negative impact on groups considered in this assessment except for saying that there was not sufficient attention paid to the transport issues in rural areas. This has been addressed by including new sections in the strategy document which give greater clarity and detail about how the strategy will be implemented in the rural areas.

One respondent indicated that it was felt that the draft strategy did not do enough to address the issue of disabled people accessing the countryside and called for improved facilities for disabled ramblers and users of mobility scooters.

The needs of an aging population and the growing number of people using mobility scooters were also raised as likely future issues and there was a call for making routes suitable for wheelchairs and better access for people with disabilities to buses, trains and taxis.

Comments were made about the safety of vulnerable road users though with no specific group mentioned.

2.6   What does the consultation, research and/or data indicate about the positive impact of the strategy or policy?

There were calls for further measures to make a more positive impact such as focusing resources on those areas where deprivation is an issue, increasing facilities for pedestrians and continuing to support local bus services.

Several respondents felt that insufficient attention had been paid to the transport issues in rural areas.

The strategy's objective of achieving better accessibility for all people was generally well received as was the commitment to developing more community transport.

88% of those who responded to the strategy consultation questionnaire supported the vision and objectives while 60% supported the preferred strategy.

Part 3 Option appraisal - Assessment of impact of potential transport measures

3.1 Ethnicity: Testing of disproportional, negative, neutral or positive impact

a) From the evidence available, does the strategy or policy affect or have the potential to affect ethnic groups differently?

Yes

Buses and bus information

Sites of bus stops and routes should consider travel patterns of ethnic minorities where appropriate e.g. large numbers of visitors to a mosque.

Better communications and consultation with ethnic minority groups could have positive effects, use of languages and announcements of service changes in local / community newspapers. Where appropriate training for drivers in ethnicity awareness and customer care.

Real Time Information via signs at bus stops or mobile and internet updates can prevent feelings of personal insecurity. People who perceive themselves as vulnerable will know how long they have to wait and can make decisions accordingly. (e.g. return to the bus stop later rather than remain feeling vulnerable)

Need to ensure routes and services reflect current needs rather than outdated patterns of shopping or visits to places of worship.

Measures to reduce incidence of anti social behaviour will continue to be pursued.

Innovative ways of communicating with local communities in local languages and through community forums could ensure positive impact.

Information and campaigns

Could be positive if targeted at appropriate groups, through appropriate channels or in appropriate languages.

Community Transport

EqIA on CT Strategy states that promotional material will market CT for all.

Smarter choices

Initiatives can be tailored to specific groups. Many Smarter Choices initiatives focus on information and education and should make appropriate provision for speakers of languages other than English.

All other measures have neutral impact. (see appendix for full details)

b) **Identify the effect of this strategy or policy on different ethnic groups from information available.**

Preferred strategy selected.

Largely neutral however there is further potential for travel information to be available in other languages and at outlets likely to be used by people of BME origin.

c) **How is the target group reflected in the take up of the strategy or policy?**

As part of the general population of the county.

Census data: Yes ☐ - No X☐   Staff survey, Yes ☐ No X☐ Other info

d) **If yes, do any of the differences amount to?**

	Reason, evidence, comment
Barriers, negative impact or unlawful discrimination	
Neutral Impact	
Positive impact	

e) **If there is a negative impact, can it be justified on the grounds of promoting equality of opportunity for one ethnic group or for another legitimate reason?**

N/A

3.2 Gender/Transgender: Testing of disproportionate, negative, neutral or positive impact

a) From the evidence available, does the strategy or policy affect or have the potential to affect men, women or transgender people differently?

Yes

<u>Cycling</u>

Sustrans research confirms that women are less likely to cycle than men so initiatives to encourage or enable greater numbers of people to cycle should respond to this.

<u>Public transport</u>

Women may feel more secure if bus shelters and waiting areas are well lit. Real Time Information can prevent feelings of insecurity. People who perceive themselves as vulnerable will know how long they have to wait and can make decisions accordingly.

Improvements to bus services and infrastructure may benefit women more as "Women are more likely to use local buses than men. Women make on average 83 local bus trips per year compared with 63 among men in 2008." DfT   Use of public buses - Personal Travel Factsheet - March 2010

<u>Driver training</u>

Driver training can be aimed at particular groups depending on need and/or behaviour. E.g. young men between 17 and 24and motorcyclists typically male and in themed 40s to late 50s age range are involved in a high percentage of crashes.

<u>Community Transport</u>

While CT schemes are not necessarily aimed at women, women are the major users of schemes in the county, perhaps reflecting the greater access needs of this group. (EqIA on ESCC Community Transport Strategy)

<u>Street lighting</u>

Lighting improvements may make women feel more secure whilst walking at night and therefore prevent issues of insecurity.

All other measures have neutral impact.

Identify the effect of this strategy or policy on different gender groups from information available.

Potential effects of the preferred strategy on different gender groups:

1. Road safety campaigns are to be more targeted therefore it is likely that young men and motorbike/moped riders (who tend to include more men) will be the focus for positive impact.

2. There is great emphasis in the preferred strategy on the improvement and further provision of infrastructure to increase accessibility to public transport which, as majority users, will benefit women more though being aimed at all users.

3. Also the intention, where funding allows, of implementing infrastructure to enable more cycling, where this includes dedicated cycle lanes and networks of routes, could have a positive impact on enabling more women to cycle.

4. Facilitating and promoting community transport is an opportunity to respond to local demand from specific gender groups in a positive way.

5. A continued commitment to maintaining street lighting and the rise of whiter light technology will positively impact on those groups who feel vulnerable on grounds of gender.

How are men, women and transgender people reflected in the take up of strategy or policy?

As part of the general population of the county.

Census data: Yes ☐ - No X☐ Link Staff survey, Yes ☐ No X☐ Other info

b)   If yes, do any of the differences amount to?

	Reason, evidence, comment
Barriers, negative impact or unlawful discrimination	
Neutral Impact	
Positive impact	

c)   If there is a negative impact, can it be justified on the grounds of promoting equality of opportunity for one gender or for another legitimate reason?

N/A

3.3 Disability: Testing of disproportionate, negative, neutral or positive impact.

a) **From the evidence available, does the strategy or policy affect or have the potential to affect disabled people differently?**

Yes

Buses and bus information

Putting in accessible bus stops (high access kerbs, tactile paving at boarding point) specifically designed to help people with mobility impairments to board buses more easily.

Bus stop flags and timetables could be in large print for visually impaired people.

New buses will be DDA compliant and have facilities for wheelchair access.

Real Time Passenger Information can prevent feelings of insecurity. People who perceive themselves as vulnerable will know how long they have to wait and can make decisions accordingly. The introduction of 'talking bus stops' similar to the ones introduced as part of the RTPI system in Eastbourne can help to reduce feelings of insecurity.

Where bus priority measures improve bus punctuality and efficiency, it positively affects older people who make up a high percentage of bus users, particularly after the introduction of concessionary fares for older and disabled people.

Community transport

CT schemes are often focused on sections of the community who find using currently available modes of transport difficult or where there are gaps in current provision.

Information and campaigns

Could be positive if targeted at appropriate groups or through appropriate channels.

Parking

Civil parking enforcement (CPE) schemes make provision for people with Blue Badges and there is disabled parking in non CPE areas. Effective parking enforcement reduces parking on pavements and in inappropriate places therefore improving conditions for visually impaired and wheelchair users.

Pedestrian crossings

Installation of controlled signals (Puffins) at key pedestrian crossings allows an appropriate amount of time for those with mobility difficulties to cross.

Zebra crossings give protection for pedestrians crossing and will stop traffic relevant to the time taken for people to cross.

Pavements and footpaths

Removing street clutter and uneven surfaces on pavements, and providing dropped kerbs and tactile paving at crossing points will benefit people with visual impairments and those using wheelchairs and mobility scooters. It should also benefit people with mobility difficulties reducing the risk of trips and falls.

Urban realm improvement schemes

The design of schemes needs to consider needs of all users. Shared surfaces are a controversial issue for blind and visually impaired people. Where possible, dropped kerbs and tactile paving are introduced to help overcome barriers to ease of movement for disabled people and users of mobility scooters.

Rail

Network Rail 'Access for All' funding enables 'mobility access' improvements within and into rail stations e.g. installation of lifts, ramps.

Passenger Focus groups have a good working relationship with the train operating companies (TOCs) and represent views of all users.

TOCs also have a Stakeholder Advisory Board which includes representatives from disabled groups. "The purpose of the Board is to ensure Southern's decisions and business practice take into account the interests, aspirations and concerns of stakeholders." – Southern Stakeholder Board mission statement.

Travel planning

Developers are required to include provision for the mobility impaired or other disabled access to buildings, disabled parking or proximity of parking to building entrance in accordance with the standards laid down in the Supplementary Planning Guidance on parking.

Railway station travel plans should include consideration of better access for people with mobility difficulties. Equally information channels for people with visual impairment or deafness should be considered.

People with mobility difficulties would be considered as a part of the workplace travel planning process.

Many special schools have produced School Travel Plans which consider the problems of travel for a variety of disabilities.

<u>Rights of way improvement initiatives</u>

One of the key aims is to improve access for all, making the core rights of way network available to as many people with differing abilities as possible and to take into account the needs of disabled people.

All other measures have neutral impact.

b) Identify the effect of this strategy or policy on disabled people from information available.

Potential effects of the preferred strategy on disabled people:

1. Passenger /community transport is one of the four top priorities up to 2013/14 and all improvements to services, vehicles and infrastructure that take place during that period and beyond, should benefit people with mobility difficulties as well as the wider population, for example, level access bus stops and low floor buses, wheelchair facilities on vehicles, large print information at stops and interchanges and other information improvements.

2. The commitment to roll out real time passenger information, if and when funding allows, would positively impact on many people with disabilities either mental or physical who feel unsafe using public transport.

3. The emphasis on the use of new technology means it could be used to provide innovative ways of communicating transport information to the blind or visually impaired.

4. The commitment to support and promote community transport schemes will allow opportunities for the transport needs of specific groups including those with mobility impairments to be met.

5. Civil parking enforcement will continue to reduce the incidence of inappropriate parking and should improve the ability of people with visual impairments, users of mobility scooters and others with mobility issues to move around freely.

6. The emphasis on infrastructure supporting sustainable travel includes walking therefore pavement maintenance and facilities at pedestrian crossings will have a high priority and any improvements to the urban realm will benefit people with disabilities and/or visual impairment.

7. Rail work will continue to take into account the views put forward by the Passenger Focus local commuter groups and the Stakeholder Advisory Board with the Train Operating Companies.

8. Where funding allows, the Rights of Way work will continue to implement improvements that enable better access for all.

c)   **How are disabled people reflected in the take up of the strategy or policy?**

As part of the general population of the county.

Census data: Yes ☐ - No X☐ [Link] Staff survey, Yes ☐ No X☐
Other info

d)   **If yes, do any of the differences amount to?**

	Reason, evidence, comment
Barriers, negative impact or unlawful discrimination	
Neutral Impact	
Positive impact	

e)   **If there is a negative impact, can it be justified on the grounds of promoting equality of opportunity for disabled people or for another legitimate reason?**

N/A

3.4 Age: Testing of disproportionate, negative, neutral or positive impact

a) **From the evidence available, does the strategy or policy affect or have the potential to affect age groups differently?**

Yes

<u>Buses and bus information</u>

Where infrastructure improvements aid accessibility to buses, bus priority measures improve bus punctuality and efficiency or where measures improve information about services, it positively affects older people who make up a high percentage of bus users, particularly following the introduction of concessionary fares scheme for older and disabled people.

Measures to reduce incidents of anti social behaviour on public transport including home to school transport will continue to be pursued.

Local concessionary fares schemes for young people are run by local public transport operators and publicised by ESCC through its Connexions 360 website. These include Freedom bus tickets for under 16s and the Pathfinder ticket for 16 to 19 year olds as well as the 16-25 Railcard for journeys by train.

<u>Community transport</u>

Schemes are often targeted at older people or younger people whose needs are not met by current public transport provision and who may have access to a car.

<u>Driver training</u>

Driver improvement training can be aimed at particular groups depending on need and/or behaviour, e.g. young men between 17 and 24 who are involved in a high percentage of accidents.

Training can also be done for individuals in older age groups particularly where need has been identified.

<u>Information and campaigns</u>

Could be positive if targeted at appropriate groups or through appropriate channels such as the East Sussex Seniors' Forum or School Travel Plans.

<u>Cycling and walking</u>

Better physical health and the adoption of healthy lifestyles by all children and young people; a key priority in ESCC Children and Young People's Plan and will reflect ESCC's new role in public health. Increased physical activity at any age can improve physical and mental health but habits gained in youth can prevent onset of obesity and of diseases such as coronary heart disease, Type 2 diabetes and cancer in later life.

Most child cycle training is focused on safety and lifestyle benefits. Local evidence exists that cyclists on pavements and promenades, outside of dedicated cycle lanes, can be intimidating for older or less mobile people.

> ### Road Safety
>
> Safety initiatives designed to improve conditions for road users considered vulnerable due to youth or old age.
>
> Road safety measures are especially aimed at keeping children and young people safe from accidental injury and death; (A key priority in ESCC children and Young people's Plan)
>
> ### Pavements and footpaths
>
> New footpaths and pavements should improve safety for children especially if in the vicinity of schools.

All other measures have neutral impact.

> **b) Identify the effect of this strategy or policy on different age groups from information available.**

Potential effects of the preferred strategy on different age groups:

1. Bus improvement measures will be implemented to benefit all existing and new bus users, however as older people make up a high percentage of bus users they will be impacted proportionately.

2. Specific measures to ensure improved school transport and improved behaviour where appropriate, will positively impact on young people but also to the benefit of everyone.

3. The commitment to further support and promote Community Transport schemes gives opportunities for the transport needs of specific age groups to be met.

4. Road safety work will focus on specific target groups where behavioural changes could reduce the risk of accidents, such as younger men involved in car and moped crashes and older men involved in motorcycle accidents.

5. The Sustainable School Travel Strategy will be targeting information at children and their parents and carers to provide a basis for more informed travel choices for journeys to and from school.

6. The emphasis on walking and cycling and in particular the training for those modes of travel, may have a greater impact on younger people, enabling them to have greater road sense and be fitter and healthier into old age. However, the benefits of improved infrastructure to support walking and cycling are aimed at the whole population.

7. The integration of road safety measures with highway maintenance, whilst aimed at all road users, could impact disproportionately on the elderly and the young as being more vulnerable groups.

How are the different age groups reflected in the take up of the strategy or policy?

As part of the general population of the county.

Census data: Yes ☐ - No X☐ [Link] Staff survey, Yes ☐ No X☐ Other info

c)   If yes, do any of the differences amount to?

	Reason, evidence, comment
Barriers, negative impact or unlawful discrimination	
Neutral Impact	
Positive impact	

d)   If there is a negative impact, can it be justified on the grounds of promoting equality of opportunity for one age group or for another legitimate reason?

N/A

3.5 Gay, Lesbian, Bisexual and Heterosexual : Testing of disproportionate, negative, neutral or positive impact

    a) From the evidence available, does the strategy or policy affect or have the potential to affect gay, lesbian, bisexual and heterosexual people differently?

No. All measures have neutral impact.

Identify the effect of this strategy or policy on gay, lesbian, bisexual and heterosexual groups from information available.

The preferred strategy will not affect gay, lesbian, bisexual or heterosexual groups in a different way from the rest of the population.

    b) How is sexual orientation reflected in the take up of the strategy or policy?

As part of the general population of the county.

Census data: Yes ☐ - No X☐ Link Staff survey, Yes ☐ No X☐ Other info

    c) If yes, do any of the differences amount to?

	Reason, evidence, comment
Barriers, negative impact or unlawful discrimination	
Neutral Impact	
Positive impact	

    d) If there is a negative impact, can it be justified on the grounds of promoting equality of opportunity for gay, lesbian, bisexual and heterosexual people or for another legitimate reason?

       N/A

3.6 Religion, Belief: Testing of disproportionate, negative, neutral or positive impact

a) From the evidence available, does the strategy or policy affect or have the potential to affect religious, belief groups differently?

Yes

<u>Community transport</u>

Schemes can be run by church groups for a specific client group or the wider community. Informal car sharing or lift schemes can help people access places of worship.

<u>Parking</u>

The availability of on-street parking and enforcement of parking controls at appropriate times of day around places of worship can help improve accessibility and patronage.

All other measures have neutral impact.

b) Identify the effect of this strategy or policy on different religious, belief groups from information available

Commitment to supporting and promoting Community Transport provides opportunities for church groups and/or religious communities to provide for the specific transport needs of their communities.

c) How are religious and belief groups reflected in the take up of the strategy or policy?

As part of the general population of the county.

Census data: Yes ☐ - No X☐ Link Staff survey, Yes ☐ No X☐ Other info

d) If yes, do any of the differences amount to?

	Reason, evidence, comment
Barriers, negative impact or unlawful discrimination	
Neutral Impact	
Positive impact	

e) **If there is a negative impact, can it be justified on the grounds of promoting equality of opportunity for one religious, belief or for another legitimate reason?**

N/A

3.7 Other: Additional groups that may experience impacts - testing of disproportionate, negative, neutral or positive impact.

a) From the evidence available, does the strategy or policy affect or have the potential to affect other groups differently?

Yes

Identify the effect of this strategy or policy on different other groups from information available

Low income groups

Buses and bus information

Those in the lowest income quintile make the most local bus trips (114 trips per person per year), more than twice as many as those in the highest income quintile (48 trips per person per year). (DfT Use of public buses - Personal Travel Factsheet - March 2010) therefore improvements to services will positively affect those on lower incomes.

Cycling and walking

Initial outlay for a bike may be a disincentive but overall money saved by cycling on a regular basis is a positive benefit. Both walking and cycling are cheap, low cost modes of transport.

Parking

Payment for parking permits necessary to fund residents' parking schemes.

Travel planning / car sharing / car clubs

While promoting sustainable forms of travel, another benefit for the traveller could be the reduced cost of travel, particularly where car sharing or car clubs are utilised, whereby people do not have the initial outlay of purchasing a vehicle and then taxing, insuring and maintaining on an annual basis.

The finalised strategy focuses investment on planning the provision of infrastructure in four priority areas, Bexhill & Hastings, Eastbourne & south Wealden, Newhaven and Uckfield. Bexhill & Hastings and Newhaven areas have been identified because of the need for regeneration in those areas due to the relative deprivation of the populations there. While Eastbourne & south Wealden are included because of planned development, these areas also include pockets of deprivation and so will benefit from the priority given to investment in transport measures.

The affordability of public transport is recognised as an issue with regards to accessibility.

The cost of fuel is also recognised as a challenge particularly for those on low incomes who have a vehicle.

Rural isolation

<u>Buses and bus information</u>

Improved services and awareness of the availability of services through improved information in rural areas have beneficial impacts on reducing rural isolation.

<u>Community transport</u>

Community Transport plays a vital role for rural communities to access jobs and services, in particular older and younger people who may not have access to a car.

Greater clarity and detail has been included in the final LTP on how the strategy will be implemented in rural areas. Attention has been paid to accessibility issues and also the need to protect, conserve and enhance the environment with implications for people's quality of life.

Health

The potential health impacts will be assessed through the Strategic Environmental Assessment as part of the effects on 'population'.

The emphasis on physically active travel i.e. walking and cycling will have health benefits for all those who increase the number of journeys taken by these means. It could contribute to the reduction of health inequalities across the county and contribute to ESCC's role in public health which comes into effect 1 April 2011.

There was general support for the elements of the strategy which are designed to increase physical activity in order to improve the health of the population of the county.

b)   How are other groups reflected in the take up of the strategy or policy?

As part of the general population of the county.

Census data: Yes ☐ - No X☐ <u>Link</u> Staff survey, Yes ☐ No X☐ Other info

c)   If yes, do any of the differences amount to?

	Reason, evidence, comment
Barriers, negative impact or unlawful discrimination	
Neutral Impact	
Positive impact	

d)   If there is a negative impact, can it be justified on the grounds of promoting equality of opportunity for other group or for another legitimate reason?

N/A

Part 4   Measures to mitigate disproportionate or negative impact or improve on neutral or positive impacts.

4.1   If there is any negative impact on any target equality group identified in Section 3, is the impact intended or legal?

No negative impacts have been identified.

4.2   **Specify measures that can be taken to remove or minimise the disproportionate or negative effect identified in Section 3. If none were identified in Section 3; identify how disproportionate impact or adverse effect could be avoided in future.**

Consultation with groups representing different elements of the community has been an integral part of the development of this Local Transport Plan strategy. We have had meetings with:

- East Sussex Association for the Blind,

- East Sussex Seniors' Forum,

- Youth Cabinet,

- SpeakUp Forum (representative of the community and voluntary sector), and

- East Sussex Strategic Partnership which includes members from a wide range of organisations in the county including Churches Together and Action in Rural Sussex which has a key interest in rural isolation.

We could consider consulting the staff forum for lesbian, gay and bisexual people to ask if they have specific transport related issues of which we should be aware.

Although groups representing the Black and Minority Ethnic communities in the county were consulted as part of the consultation process, we did not receive any comments on their issues. We will continue to try and engage with these groups throughout the delivery of LTP3.

To ensure that we are not overlooking transport issues related to religion or belief we could explore new ways of requesting their views such as contacting representative of the five mosques in the county.

Consideration of equalities issues is fully integrated into our scheme prioritisation process in order that impacts are identified early and negative impacts can either be avoided or mitigated.   (The scheme prioritisation process is outlined in the LTP3 Implementation Plan)

4.3 If there is no evidence that the strategy or policy promotes equality, equal opportunities or improves relations within equality target groups, what amendments could be made to achieve this?

There is evidence that the strategy will increase equality of opportunity by addressing issues of accessibility to jobs and services such as health, education and sources of healthy food. Improvements to public transport and related infrastructure as well as encouraging walking and cycling will positively benefit many different target groups.

We do recognise that relationships between different operational teams taking forward transport initiatives, and certain equalities target groups could be improved. Some groups are more difficult to keep in regular contact with whilst others respond enthusiastically to invitations to discuss issues.

If a neutral or positive impact has been identified, can that impact be improved upon (continuous improvement)?
What are the improvements that can be made?
Can they be applied elsewhere in the ESCC?

Many aspects of the Local Transport Plan preferred strategy do have a neutral impact on many of the equalities target groups. This reflects the fact that every member of the community is affected by transport provision and investment, and that the measures and initiatives that we are able to undertake are therefore geared towards benefiting the whole of the travelling public, regardless of identification with any particular group.

Where funding is available we will continue to implement measures aimed at specific target groups e.g. dropped kerbs for people with mobility difficulties, tactile paving to indicate to the visually impaired where there are crossing places, driver training aimed at young men, etc.

The LTP strategy has been amended and developed further in response to the comments received during the consultation.

How will any amended strategy or policy be implemented, including any necessary training?

The delivery and implementation of the strategy is described in the LTP3 Implementation Plan which sets out projects, budgets and timescales. The Implementation Plan will be for up to a 5 year period but will be reviewed and refreshed on an annual basis to reflect progress and changing circumstances. Separate EqIAs will be undertaken on the projects included in the LTP Implementation Plans.

The County Council is committed to all its staff undergoing equalities training and this has been rolled out via an online training package.

Conclusions and recommendations

4.4 Does the strategy or policy comply with equalities legislation, including the duty to promote race, disability and gender equality?

Yes

4.5 What are the main areas requiring further attention?

Better liaison and communication with less well represented groups in the community to seek their views.

Early discussions with specific groups where it has been identified that a scheme may have negative impacts to explore ways of mitigating those impacts and also in neutral impact schemes, to explore whether positive impacts could be achieved.

4.6 Summary of recommendations for improvement

1. Improve engagement with identified sections of the community to better inform the transport planning service, especially:

- black and minority ethnic (BME) people,

- religious groups, and

- lesbian, gay and bisexual people.

2. Continue regular contact to discuss transport related issues with:

- East Sussex Association for the Blind,

- East Sussex Seniors' Forum,

- Youth Cabinet,

- SpeakUp Forum (voluntary and community sector), and

- East Sussex Strategic Partnership (ESSP).

3. Continue to consider equalities issues in all areas of transport planning and provision of transport services in order to make positive impacts for identified groups as well as the wider community.

4.7 What equality monitoring, evaluation, review systems have been set up to carry out regular checks on the effects of the strategy or policy?

The LTP3 strategy will be reviewed as circumstances require but at least every 5 years. At each review, consideration will be given to how the strategy is performing in terms of impact on the different identified equalities groups.

The Implementation Plan will be reviewed and refreshed annually but it would not be appropriate to assess the impact of the strategy at annual intervals as most elements of the strategy will have a longer term impact. As schemes included in the implementation Plan are completed, an evaluation will be undertaken to analyse impact and outcomes including in relation to different equalities groups.

4.8 When will the amended strategy or policy be reviewed?

LTP3 strategy at no longer than 5 yearly intervals

LTP3 Implementation Plan will be reviewed and refreshed annually

At Date completed:	11 Aug 2010	Signed by (person completing)	P Bentley
		Role of person completing	Principal Transport Policy Officer
Date:	11 Aug 2010	Signed by (Manager)	Jon Wheeler, Team Manager Transport Policy

Equality Impact Assessment

Part 5   Equality impact assessment improvement plan

The table below should be completed using the information from the equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact
4. If no actions go to Part 8

Please ensure that you update your service/business plan within the equality objectives/targets and actions identified below:

Area of negative/ neutral impact	Changes proposed	Lead Manager	Timescale	Resource implications	Comm ents
Ethnicity	Travel information should be available in other languages where appropriate or requested.	Team Manager Travel Planning and Education	continuous	Dependent on scale and nature of measure	
Sexuality	Improve engagement with people in this group	Team Manager Transport Policy	2011/12	Low	
Religion	Improve engagement with representative groups	Team Manager Transport Policy	2011/12	Low	

Part 6   Equality impact assessment summary report

The results of equality impact assessments must be published. Please complete this summary, which will be used to publish the results of your impact assessment on the County Council's website.

Date of assessment: 17 August 2010

Manager(s) name: Jon Wheeler   **Role:** Team Manager Transport Policy

Strategy or policy, project or service, that was impact assessed:

Local Transport Plan 2011 - 2026

Summary of findings:

Local Transport Plan 2011 – 2026 will positively impact four of the six identified equalities strands and demonstrates consideration of a great number of issues appropriate to specific groups in the community.

The emphasis in the preferred strategy lies with implementation of infrastructure to support integrated sustainable travel including such measures as dropped kerbs, new footpaths and more pavement maintenance which will benefit people with mobility difficulties and the elderly.

Better use of technology to promote and inform passengers and improved infrastructure for public and community transport, one of the high priority areas for investment, will particularly benefit ethnic minority groups, women, the old and the young as well as people with certain disabilities such as visual impairment.

The extent of the ability of the strategy to make positive impacts will be dependent of the levels of funding available to implement measures.

Summary of recommendations and key points of action plan:

1. Improve engagement with identified sections of the community to better inform the transport planning service.

2. Continue regular contact to discuss transport related issues with those groups with which we currently engage.

3. Continue to consider equalities issues in all areas of transport planning and provision of transport services in order to make positive impacts for identified groups as well as the wider community.

Equality Impact Assessment

Groups that this strategy or policy will impact upon															
Race		Gender		Sexual Orientation		Age		Disability		Religion/ Belief		Other		All	
+	_	+	_	+	-	+	-	+	_	+	-	+	-	+	-
X		**X**				**X**		**X**		**X**		**X**		**X**	