

Wiltshire Local Transport Plan 2011 Equality Impact Assessment Scoping Report

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1. Introduction

Wiltshire's corporate plan states that: Wiltshire's vision is founded on a sense of 'community spirit' where the council seeks to 'encourage and support communities to become involved and to work with the council to strengthen their ability to deal with local challenges, making Wiltshire a good place in which to live and work.'

Key goals have been identified which are:

- To deliver high quality, low cost customer focused services.
- To ensure local open honest decision making and
- To work together to support Wiltshire's communities.

Good transport is a vital factor in building sustainable communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social exclusion, sustainability and better local economies. Therefore, transport has an important role in helping to achieve the aims of the corporate plan. The Local Transport Plan (LTP) is a vital tool in developing good transport by helping each local authority to work with its stakeholders to strengthen delivery of transport services to the community.

Equality is the equal treatment and respect for all, which means making services accessible to all, and treating people fairly regardless of their colour, race, ethnic or national origin, language, religion or belief, gender or gender reassignment, marital status, sexuality, disability, age or any illness or infection.

In the context of LTP3 (see section 1.2) an 'Equality Impact Assessment' (EqIA) is a process for evaluating the equality and diversity impacts and consequences within the plan. The purpose is to ensure that equality issues within the plan are assessed and any potentially negative impacts are identified and where possible reduced.

1.1 Purpose of a scoping report

Scoping is a way of focusing effort on the key equality issues of the EqIA ensuring that the EqIA works towards fulfilling the requirements of relevant stakeholders.

The EqIA process is designed to look at the impacts of the emerging LTP3 in the context of the local, national, and global environment, economy and society. In doing so, the final LTP3 should be one which fulfills Wiltshire's corporate and statutory duties on equality and diversity and offers the opportunity for stakeholders and consultees to contribute to the policy before it is adopted. The process ensures that the LTP3 complies with other relevant plans and policies and evaluates the LTP3 against equality issues.

EqIA is a policy aiding rather than a policy making tool, and scoping reports are not a mandatory requirement. However, they serve a useful function in that they bring together information that can be used to facilitate discussion and consultation with stakeholders, potentially influencing policy as a result.

To ensure consistency within the council the following scoping report takes its structure from the 'Pilot Equality Impact Assessment' set out by Wiltshire Council's equality and diversity team (See Appendix A).

1.2 The Wiltshire Local Transport Plan

Local transport plans (LTP's) are the central building blocks of the government's integrated transport policy. Their introduction was announced in the government's transport White Paper 'A New Deal for Transport: Better for Everyone' (1998). Each local highway authority produces a LTP setting out a strategy for the development of local integrated transport, supported by a programme of transport improvements.

LTP3 will set the aims and objectives for transport in Wiltshire for the period of 2011 – 2026 to coincide with the timescales of the emerging Regional Spatial Strategy. In accordance with the Department for Transport's (DfT) guidance on LTP3's the final LTP3 has to be published by March 2011. The LTP3 is being prepared by the transport development services group at Wiltshire Council and will be informed by an extensive consultation process involving a wide variety of stakeholders within the local community.

1.3 Government's broad transport goals

The government sets out its five broad transport goals in the document entitled 'Delivering a Sustainable Transport System' (November 2008):

- To support national economic competitiveness and growth by delivering a reliable and efficient transport network.
- To reduce transport emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.
- To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.
- To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society.
- To improve quality of life for transport users and non transport users, and to promote a healthy natural environment.

1.4 The proposed strategic transport objectives for the third Wiltshire LTP are:

- To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.
- To provide, support and promote a choice of sustainable transport alternatives.
- To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment.

- To minimise traffic delays and disruption and improve journey time reliability on key routes.
- To improve sustainable access to a full range of opportunities particularly for those people without access to a car.
- To make the best use of the existing transport infrastructure through effective design management and maintenance.
- To enhance Wiltshire's public realm and street scene.
- To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.
- To reduce the impact of traffic speeds in towns and villages.
- To encourage the efficient and sustainable distribution of freight around Wiltshire.
- To reduce the level of air pollutant and climate change emissions from transport.
- To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts.
- To reduce reliance on the private car.
- To encourage people to improve their health by walking and cycling.
- To reduce barriers to transport and access for people with disabilities and mobility impairment.

2. Review of other relevant plans and programmes

The EqIA has many direct and indirect relationships with a variety of plans and programmes. The following pages examine the relationship of the LTP with some of these. The aim is to ensure that the equality objectives within these plans and any potential conflicts are identified early, so that they can be addressed within the development of the LTP3.

2.1 Wiltshire's equality directives and programmes for compliance within the LTP3

Wiltshire Council is committed to compliance with the European directives codes of practice and Acts of Parliament listed below, and follows a set of corporate equality statements and policy programmes such as 'the comprehensive equality policy and corporate action plan', 'the race equality duty and statutory three year review', 'the disability equality duty and the gender equality duty' and is committed to fully meeting the statutory requirements associated with them.

Through these duties the council endeavours to comply with the following European directives and codes of practice and Acts of Parliament:

- **European directives relating to equality**
- **Race equality duty - linked to Race Relations (Amendment) Act 2000**
- **Gender equality duty - linked to Equality Act 2006**
- **Disability equality duty - linked to Disability Discrimination Act 2005**
- Human Rights Act 1998
- Equality Act 2006
- Race Relations Act 1976 (Amendment 2000)
- Race Relations Regulations 2003
- Equal Pay Act 1970
- Sex discrimination Act 1975
- Gender Recognition Act 2004
- Sex Discrimination Act 2003
- Employment Equality Regulations (Sex, Age, Religion or Belief, and Sexual Orientation) 2003 - 2006 – European
- Disability Discrimination Act 1995
- Disability Discrimination Regulations 2003
- Disability Discrimination Act 2005

Of those listed above the following duties hold the **most** relevance to transport:

- **Race equality duty - linked to Race Relations (Amendment) Act 2000**
- **Gender equality duty - linked to Equality Act 2006**
- **Disability equality duty - linked to Disability Discrimination Act 2005**

2.2 Wiltshire Council's equality commitments

Wiltshire Council is committed to equality and diversity and the council has adopted the following statutory duties which are highlighted within 'equality schemes' and are to:

- Promote equality of opportunity.
- Eliminate discrimination and harassment.
- Promote good community relations and positive attitudes towards disabled people.
- Encourage participation of disabled people (including favourable treatment of disabled people in employment related matters)
- Protect and promote human rights.

Table 1: Shows how equality issues are addressed within equality schemes directives and other relevant plans and programmes.

Relevant plans programmes objectives	Equality objectives they contain
<p>‘Delivering a sustainable transport system’ November 2008 DFT</p>	<p>The government sets out its five broad transport goals one of which relates directly to creating equality:</p> <p>‘To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society.</p>
<p>Revised Draft Regional Transport Strategy 2008 (final Regional Spatial Strategy will be adopted in spring 2009)</p>	<p>Addressing social exclusion by improving accessibility to jobs and services;</p>
<p>The Wiltshire and Swindon Structure Plan 2016 (The Wiltshire and Swindon structure Plan 2016 will be superseded when the RSS is adopted):</p>	<p>An appropriate level of accessible safe and efficient public transport services should be secured to:</p> <ul style="list-style-type: none"> • Meet the needs of the people without access to private transport • Reduce reliance upon the car
<p>Local Agreement for Wiltshire (LAW)</p>	<p>The following transport-related actions are included in the LAW:</p> <ul style="list-style-type: none"> • Build ‘resilient communities’ with high social capital through people feeling socially included, enabling people and communities to build skills, abilities, knowledge and confidence to take effective action and play leading roles in the development of their communities and thereby enhancing their quality of life. • Consult with local communities to seek local solutions to ensure improved access to essential services.

	<ul style="list-style-type: none"> • Improve access to goods, services, and education and employment opportunities for all sections of the community, but particularly those people without access to a car.
<p>Making the connections: Final report on Transport and Social Exclusion (2003)</p>	<p>The government's social exclusion unit report 'Making the Connections: Final Report on Transport and Social Exclusion', published in 2003, identifies the strong links between social exclusion, transport and the location of services.</p>
<p>PPG13 – Transport Planning Policy Guidance 13</p>	<p>Planning Policy Guidance 13: Transport aims to integrate planning and transport to promote more sustainable transport choices, promote accessibility to jobs and services by public transport, walking and cycling, and reduce the need to travel, especially by car.</p> <p>It also aims to ensure that the needs of disabled people as pedestrians, public transport users and motorists – are taken into account in the implementation of planning policies and traffic management schemes.</p>
<p>Wiltshire Corporate Plan</p>	<p>The plan looks to:</p> <ul style="list-style-type: none"> • Protect vulnerable road users. • Maintain a safe transport infrastructure that supports the economy and communities of Wiltshire. • Maintain and improve accessibility to employment education and services by bus and other non car modes. • Manage and improve the transport network to improve accessibility and journey time reliability.

<p>Wiltshire Race Equality Scheme</p> <p>Result of : Race Relations Act 1976 2000 Amendment</p>	<p>The Race Equality Duty - The Race Relations (Amendment) Act 2000 gives public authorities a general duty to promote race equality. The duty applies to all public authorities, including Wiltshire Council.</p> <ul style="list-style-type: none"> • Duty to promote race equality • Eliminate unlawful decision • Promote equality of opportunity • Build good relations between different groups
<p>Wiltshire Gender Equality Scheme</p> <p>Result of sex discrimination Act 1975</p>	<p>The gender equality duty (GED) is a legal responsibility placed on all public authorities, like Wiltshire Council, to ensure that gender equality becomes a part of the culture of the organisation, both in the work environment and in service provision. The GED requires the council to:</p> <ul style="list-style-type: none"> • Eliminate unlawful discrimination and harassment, and • Promote equality of opportunity between men and women. <p>The duty required Wiltshire Council to:</p> <ul style="list-style-type: none"> • Question what Wiltshire Council do and be willing to change our practices to meet the needs of the disadvantaged groups of both genders. • Ensure that we listen to the views of all members in the community. <p>Consider how we react when someone suggests doing things differently to meet the needs of disadvantaged groups of either gender.</p>
<p>Wiltshire's Disability Equality Scheme November 2007</p>	<p>The disability equality duty is a legal responsibility placed on all public authorities, like Wiltshire Council, to ensure that disability equality becomes a part of the culture of the organisation, both in the work environment and in service provision, in practical and demonstrated ways. The legal duty is :</p> <ul style="list-style-type: none"> • Promoting equal opportunities between disabled people and other people. • Eliminating discrimination against disabled people.

	<ul style="list-style-type: none"> • Promoting positive attitudes towards disabled people. • Encouraging disabled people to be involved in decision making. • Taking account of disabled people's disabilities even when that involves treating disabled people more favourably than others.
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QUESTIONS FOR CONSULTEES

Are there any other relevant plans and programmes you think should be considered?

3. Baseline information and data

The following data provides some detailed information on age, disability, gender, race, religion, sexual orientation and transport. The purpose is to highlight general trends of these equality groups in both a national and county context. Data gaps are acknowledged and it is expected that further data will need to be gathered as the assessment process progresses. One of the aims of the scoping report is to ask consultees to help provide information which may fill these gaps.

Disability baseline information and statistics

The Transport Advisory Committee Study on the Attitudes of Disabled People to Public Transport (2002) suggests that transport issues are important to disabled people's lives being the 'single most prominent concern at local level'.

The study also shows that:

- Disabled people travel a third less often than the general public.
- Disabled people drive cars less often, and are less likely to have one in the household.
- The most common mode of transport for disabled people is a car driven by someone else.
- Almost half of disabled people use some initiative for disabled people to make travel easier.
- 13% do not find it easy to get travel information on any kind of travel service. However, overall 39% felt well informed during journeys and 48% do not.
- In many respects the transport priorities of disabled people differ very little from the general population and their main requirement is for frequent and reliable services.
- Other requirements relate to the softer aspects of public transport such as improving staff attitudes to people with disabilities and training staff in dealing with people with disabilities.

- 60% of disabled people believe that organisations responsible for planning and development of public transport and the pedestrian environment pay too little attention to their needs – and a further 21% ‘don’t know’.
- There is a willingness from disabled people to get more involved in public transport projects. 29% of disabled people say they would like the opportunity to do this in their local area rising to over half those aged 16-34 and among wheelchair users.

Information taken from the Department for Transport on ‘disability and transport difficulties faced by disabled people’:

In the UK, the Discrimination Act 1995 defines a disabled person as someone who has a physical or mental impairment that has a substantial and long term adverse affect on his or her ability to carry out normal day to day activities. Prevalence of disability in the Britain is estimated to be:

- Approximately one fifth (9.8million 22%) of adults in Britain are covered by the Disability Discrimination Act.
- Around one fifth (6.9 million 19%) of people of working age have a long term disability.

Data from the Disability Rights Commission:

- Disabled people are unable to use 70% of buses and 40% of the rail network.
- 60% of disabled people have no in car in the household compared with 27% of the general population.
- 49% totally reliant on public transport.
- 56% of disabled people would like to go out more.
- 52% expressed some difficulties in getting to all essential services such as GPs and hospitals.

Wiltshire specific data from the paper ‘Wiltshire Statistics: Disability’ (2007)

- Data on long term limiting illness in Wiltshire and England taken from Census data 2001 (limiting long-term illness covers any long term illness; health problem or disability which limits daily activities or work). Shows that in England the total number of people with limiting long term illness is 8,809,194 accounting for **17.9%** of the country’s population.
- In Wiltshire there are approximately 65,261 people with limiting long term illness which stands below the national average and accounts for **15%** of the county’s population. Statistics show that the majority of the population both nationally and within Wiltshire with long term limiting illness are aged between 65 and over 75 years.
- An annual population survey for Wiltshire shows that there are 20,800 disabled men of working age in Wiltshire and approximately 19,100 females.

A summary of findings and resulting main issues

There is a wide research base relating to disability and transport provisions and need. The selected representations of such research summarised above highlights the prevailing issues. Disabled people find it harder to gain access to facilities and to public transport; they have a lack of access to private cars, and rely heavily on public transport. Their needs are not homogenous, with a wide range of different physical needs for different groups that need to be accounted for in planning accessible transport in the county. The reports highlight a feeling of a lack of inclusion in the transport planning and consultation processes despite wanting to be involved. Disabled people would like improvements in accessing travel information as well as journey information on public transport, particularly in account of deaf and visually impaired passengers. Such improvements work at reducing confidence barriers to the use of public transport for disabled people and increase accessibility to services as a consequence. As well as the specific physical needs of disabled people relating to transport, their other general requirements are in line with the wider general public and they wish for frequent, low cost, and reliable public transport services.

Race/ethnicity baseline information and statistics

Data taken from the Department for Transport's Paper 'Mobility in Adulthood: General Findings, Low Income, Ethnicity and Rural Communities (2008):

- Adults from black and minority ethnic groups are more likely to depend on public transport than white adults.
- Fear from racial attacks and difficulties with language can create barriers to public transport use for those from black and ethnic minorities.
- Bus times often relate to out of date patterns of shopping and work and link to Christian holidays which often does not reflect the modern community.
- People in households of black or ethnic origin are least likely to have access to a car or to travel to work by car.
- However, 45 % of people of Indian origin are reported to have a car compared to 44% of white British or 39% of white Irish households.
- Research shows that 23% of young people from black and minority ethnic groups experienced harassment due to their colour, race or religion, on public transport.
- Also reported is the exclusion of people in minority groups from the accessibility planning process and an overall inadequate understanding of the transport needs of minority and ethnic and faith communities.

Wiltshire specific data taken from 'Wiltshire Statistics: Gender (2007)

This study in 2007 reported that out of a total population of approximately 448,700:

- 94% of the population is white British
- 0.7% white Irish
- 2.1% white non British or Irish
- 0.9% mixed
- 1.0% Asian or Asian British
- 0.6% Black or black British
- 0.7% Chinese or other ethnic group.

Faith/religion baseline data and information

Under the Equality Act 2006, it is unlawful for someone to discriminate against a person because of their religion or belief (or because they have no religion or belief) this relates to:

- in any aspect of employment
- when providing goods, facilities or services
- when providing education
- in using or disposing of premises or
- when exercising public functions.

Under British anti-discrimination and human rights legislation you are also entitled to practice your religion or belief, express your views and get on with your day to day life without experiencing threats or discrimination.

Table 2: Shows the percentage of Wiltshire's population and their religious beliefs

Religion	Wiltshire population (as %)
Christianity	76.6
Buddhist	0.2
Hindu	0.1
Jewish	0.1
Muslim	0.1
Sikh	0.1
Any other religion	0.3
No religion	15.0
Religion not stated	7.3

Source: Wiltshire Statistics: Faith (2007)

Summary of findings resulting in main issues

The issues surrounding race/ethnicity and transport are complex. The main issues regarding transport relate to confidence barriers for the use of public transport and the need to address issues of safety and security from discriminative crime while travelling. An adequate provision of travel information in a range of different formats and languages that represents the needs of the local community is also highlighted. It is important to ensure that local ethnic minority groups are included in the planning and consultation process of accessibility planning. It is also important to ensure that the publishing of all public documents relating to the draft LTP3 and the final LTP3 should anticipate the needs of the Wiltshire's community and provide the documents in a range of languages and formats.

Gender – baseline data and information

Data from National Statistics' website (accessed July 2009)

National statistics show that overall men travel further than women. In 2006, government statistics show that (as a one way trip with a single main purpose) men made an average of 1,014 trips annually and women an average of 1,060 trips: Men making an average distance of 8,000 miles and women 6,300 miles. For men, commuting and business travel was the most common type of trip with 230 trips in 2006 and for women it was shopping at 234 trips in a year. For both men and women the main mode of transport was the car with 65% of trips by men made by car and 62% for women.

Car is the main mode of transport for both genders:

- 65% of trips by men were made by car in 2006
- 62% of trips by women were made by car in 2006
- 26% of trips by women made as a car passenger
- 16% of journeys by men is made as a car passenger
- 22% of women live in households without access to a car
- 16% of men live in households without access to a car.

Information from 'The Women's Transport Network'

The 'Women's Transport Network' is an external stakeholder network. Its purpose is to promote transport systems and pedestrian environments that are safe and accessible to all and encourage women to enter and progress in the transport industry. The network introduced the 'gender audit' for women's travel recognising the different nature of women's daily travel patterns and by prioritising accessibility and security.

Personal security is highlighted as a barrier to women in the use of public transport although statistics indicate that women aren't at any greater risk from crime. Nevertheless, the fear by women impacts their ability to travel on certain routes after dark. Street lighting and security on specific routes could reduce this fear and be identified by detailed and local consultation.

Information from the Department of Transport on 'Gendered Mobility: Women, Men and Transport – Gender Disparity and Accessibility' states that:

- Men are most likely to travel for work purposes.
- Women make more social and personal business journeys.
- Many trips made by women in their 30s are escort trips (for example taking children to school).
- Time cost and complexity of travelling by public transport was a deterrent in many cases.
- Difficulties of travelling with children highlighted through consultation with women.
- 23% of all men's journeys are work related compared to 14% of women's.
- 81% of men hold full driving license compared with 61 % of women.

- Women's safety concerns – DfT (2004) found that women were more likely than men to have been the victim of sexual assault or harassment; however, men were more likely than women to have experienced or witnessed all other types of crime and anti social behaviour, particularly physical violence.
- Transport and work – many women are unwilling or unable to travel far to work thus limiting the employment opportunities open to them.
- 80% of men compared to 11% of women travelling more than 30mins to work.

Wiltshire specific data from 'Statistics Wiltshire: Gender 2007 and Census Data 2001

Census data for England and Wales 2001 show that there is a total population of approximately 432,973 in Wiltshire of which 219,580 are women and 213,393 are men.

Information taken from the Wiltshire gender statistics paper 2007 mainly relates to issues of employment and gender in the county. There is a lack of specific research and data relating specifically to men and women and their differentiating transportation needs.

A total of 15.3% of employed males in Wiltshire work part time whilst a much higher number of employed females work part time (50.5%). These statistics of lower numbers of employment in women and higher levels of part time workers in females, as opposed to full time employment, reflect the national statistics on gender and travel from the national statistics website, which shows higher numbers of commuter journeys taken by men than women.

Summary of findings resulting in main issues

There was a limited amount of data on the differentiating transport needs of gender. However, the data collected highlights a higher use of public transport by women who in general have less access to private cars than men. A large proportion of women travel in caring roles completing escort journeys. Whereas, men have a higher level of access to private cars as a mode of travel and the highest proportion of travel is work related. The reviewed research shows that there is a strong perception by women of insecurity of travelling at night which can act as a barrier to accessing transport modes.

Age – baseline data and information

Information from the Department for Transport: 'Understanding the Travel Needs Behaviour and Aspirations of People Later in Life (2007):

- The policy implications suggested as an outcome of this report, recognise the importance of other factors other than age in shaping transport use patterns in particular in relation to health status and cost.
- Transport is important to older people for basic needs (e.g. reaching basic services etc) but also to psychological and emotional needs visiting friends and family and integrating within the local community.
- Barriers to using public transport caused by declining health need to be removed through changes in bus design and transport staff training.

- Perceptions of insecurity of travelling on public transport especially at night needs to be addressed.
- DfT indicates a low awareness of the specialist transport schemes in place for older people and recognises the stigma attached to such schemes that can prevent people from using them.

Data from Age Concern's 'Needs of over 50s report for Wiltshire' (2006)

Looks at the difficulty of this age group in completing certain activities:

The data regarding mobility and travelling shows that:

- 81% have no difficulty (771)
- 7% slight difficulty (63)
- 5% some difficulty (51)
- 5% A lot of difficulty (44)
- 2% cannot do this at all (18)

Transport modes used by the over 50s are:

- Car = (759) 76%
- Bicycle = (211) 21%
- Motorbike/moped = (18) 2%
- Mobility vehicle = (23) 2%
- Car with disabled badge = (71) 7%
- No transport = (146) 15%

() – Number of responses

Table 3: shows the results to questions set by 'Age Concern' in a report on the needs of older people in Wiltshire (2005)

	The experience of driving for older people - Only happy to drive in the local area	Don't always feel safe/confident driving	Have to drive as public transport not available	Try to avoid driving in the dark
Agree strongly	14%	71%	27%	13%
Tend to Agree	12%	19%	28%	22%
Neither agree or disagree	8%	5%	23%	13%
Tend to disagree	15%	3%	15%	15%
Disagree Strongly	51%	2%	10%	37%

Responses to the question 'What would help you to use public transport more?'

- Decreased fares/further subsidies = 514 (51%)
- Improved punctuality/reliability of services = 245 (24%)
- Investment in modern vehicles = 114 (11%)
- More frequent services in rural areas = 374 (37%)
- Adding new routes = 213 (21%)
- More frequent evening/night time services = 242 (24%).

Information from the Department for Transport 'Older People: Their Transport Needs and Requirements' (2001) states that:

The need to meet the transport requirements of a growing population of older people is vital to the success of the government's commitment to sustainable mobility and people's own ability to retain a high quality of life as their income, health and mobility levels change.

Amongst the largest barriers to mobility are physical difficulties associated with walking and accessing public transport. Common concerns include:

- Poor condition of pavements;
- Inadequate crossing facilities;
- Boarding/alighting buses and trains; and
- Steps at railway stations.

Lack of awareness, particularly awareness of special transport schemes like Dial-A-Ride and Shopmobility, can mean that those with the greatest need fail to benefit from services that have been specifically implemented to help them.

Older people worry more about their safety because they are likely to be more severely injured, take longer to recover and suffer greater psychological impact than a younger person in a similar incident.

Young people and children are also vulnerable to social exclusion through lack of transport options available to them.

Information from the Department for Transport 'Becoming Mobile: Children, young people and transport' shows that:

- A third of trips made by people under the age of 17 were for education.
- A fifth of all trips to visit friends.
- A fifth were escort trips.
- A tenth were trips for sport and entertainment.
- 58% of parents of children aged 7-10 cited traffic danger as a reason for escorting their children to school.
- 79% of children aged 7-10 were accompanied by parents or adults to school compared to 29% of those aged 11-13 years (2005).
- Young people between the ages of 17 and 20 made more use of public transport than any other age group.
- Young people were less likely than adults to feel secure on public transport: 30% had concerns for their personal security when using public transport (2004).
- Young people particularly those in rural areas tended to see cars as essential in accessing higher education, employment and leisure opportunities.
- 40% of young people in rural areas said that transport issues influenced their decisions about post 16 education.
- The barriers to mobility among children and young people included safety school policies and the availability, reliability and cost of public transport.

Summary of findings resulting in main issues

There is a significant amount of research regarding transport accessibility and older people. The reports and findings reviewed for this scoping report highlight the variety of different needs of older people which often relate to health status and particular needs relating to this. The report by 'Age Concern' shows that in Wiltshire this age group feels it has to drive due to a lack of public transport and lack of knowledge of community transport solutions available.

The younger age group is also a dominant user of public transport services and vulnerable to social exclusion through a lack of accessible transport options. The report on 'Young People and Transport' by the Department for Transport shows that young people mainly use public transport for education purposes and the availability of public transport affects the educational choices that they make. Parents escort younger children on public transport and are concerned about safety of their children using transport services.

Sexual orientation – baseline data and information

There is a lack of available data and research into the needs of people with different sexual orientations and transport accessibility issues. This may reflect that there is not an issue associated with this group. However, to ensure this is the case, consultation with members of different groups could be made with the public or associated stakeholders.

QUESTIONS FOR CONSULTEES ON THE BASELINE INFORMATION

Are there any gaps in the data provided?

Is there any additional data or data sources that need to be considered?

Is there any important equality data missing or misrepresented?

4. Significant issues and challenges – at the local level

It is important to note that the baseline information is heavily dominated by national reports and data which are wider in availability than at the local scale. The following points summarise the key equality challenges from the baseline information above, specifically those issues and challenges most relevant to the local context.

Age – significant issues and challenges

- Perceptions of poor personal security in the use of public transport particularly at night are shown to be a barrier in older age groups using public transport services.
- Access to travel information and information about community transport initiatives in particular for the deaf and those with visual impairment inhibit access to transport services.
- Consultation must be inclusive of all age groups and the final documents available in formats that accommodate the needs of different age groups.

QUESTIONS FOR CONSULTEES

Do you agree with the significant challenges identified?

Are there any other significant challenges relating to age?

Sexual orientation /transgendered groups – significant challenges and issues

- The baseline information failed to identify any significant challenges for this group concerning transport accessibility.
- There is a lack of relevant research available

QUESTIONS FOR CONSULTEES

Do you agree with the significant challenges identified?

Are there any other significant challenges relating to sexual orientation/transgendered groups?

Religion /faith – significant issues and challenges

- Access to travel information in different languages is needed to ensure all groups are able to use the services to the full potential. For example, reducing inequality through misinterpretation of timetables and deals on travel fares.
- Consultation exercises relating to the LTP needs to be representative of the different religious groups in order to highlight any particular needs

QUESTIONS FOR CONSULTEES

Do you agree with the significant challenges identified?

Are there any other significant challenges relating to Religion/Faith?

Race/ethnicity – significant issues and challenges

- Access to travel information in different languages is needed to ensure all groups are able to use the services to the full potential. For example, reducing inequality through misinterpretation of timetables and deals on travel fares.
- Consultation exercises relating to the LTP needs to be representative of the different racial/ethnic groups in order to highlight any particular transportation needs

QUESTIONS FOR CONSULTEES

Do you agree with the significant challenges identified?

Are there any other significant challenges relating to Race/Ethnicity?

Gender – significant issues and challenges

- Women make the most use of public transport often completing escort journeys with young children; consideration of the needs associated with these journeys are important.
- Negative perceptions of personal safety on public transport and cycle/footpaths at night are highlighted by women through the baseline information.

QUESTIONS FOR CONSULTEES

Do you agree with the significant challenges identified?

Are there any other significant challenges relating to gender?

Disability – significant issues and challenges

- It is important to recognise the complexity and the non homogenous nature of the label of disability and providing for these needs without discrimination and exclusion is a significant challenge.
- Physical barriers to using public transport. For example; getting to bus stops, getting on and off buses, reading timetables, communicating with drivers are part of a long list of associated issues.
- Consultation needs to be inclusive of those with disability.

QUESTIONS FOR CONSULTEES

Do you agree with the significant challenges identified?

Are there any other significant challenges relating to disability in Wiltshire?

5. The consultation process/methods

A range of consultation methods have been and will continue to be utilised in the development of the Wiltshire LTP3 to successfully engage with the general public, stakeholders and neighbouring authorities.

Such as:

- LTP stakeholder forum
- Community area consultation events
- Consultation issues paper
- Strategic Accessibility Planning Partnership.

- Accessibility Planning Partners' Forum
- Consultation with local strategic partnerships

Consultation with a wide range of different stakeholders is undertaken as part of the process. Those stakeholders most relevant to issues of equality and specific equality groups are listed below:

Gender

- Wiltshire's Federation of Women's Institutes

Age

- Pensioners' Voice
- U3A Devizes and District
- Wiltshire Assembly of Youth
- Age Concern Wiltshire
- Young Peoples' Assembly
- U3A Marlborough

Disability

- Wiltshire and Swindon Users' Network
- Devizes PHAB Community Transport Services
- Mencap (Dorset and Wiltshire)
- Melksham Access Group
- West Wiltshire Access Group
- Disability Forum for Selwood Housing Society.

Involvement/consultation with specific equality groups other than 'age', 'gender' and 'disability' have not been directly undertaken through consultation with relevant stakeholders. However, community board consultation events that are undertaken towards the development of the LTP3 are accessible to 'all' of the community and are therefore, inclusive of groups of different, race, religion and sexual orientation.

QUESTIONS TO CONSULTEES

Is the consultation process sufficiently representative of the equality issues and groups?

Can you suggest any other relevant groups/stakeholders that should be included in the consultation process?

6. Next steps

Following the consultation on this scoping report, the council will consider and use the responses to undertake its full EqIA in line with its corporate policy on equality and diversity, and in accordance with the requirements of the DfT's LTP3 guidance. This will include further engagement with relevant stakeholders as set-out in Section 5.

As a first next step, the council will use the statutory duties set-out in the EqIA template (see below/Section 2/Appendix 1) as the basis for helping to appraise the prospective LTP3 strategic transport options that are currently being generated. In essence, each of

the proposed strategic options will be appraised against the five statutory duties using the following scoring criteria:

Score	Rating
3	Major benefit
2	Moderate benefit
1	Minor benefit
0	Negligible benefit or impact
-1	Minor negative impact
-2	Moderate negative impact
-3	Major negative impact

QUESTIONS TO CONSULTEES

Is the use of the five statutory goals appropriate?

Is this an appropriate scoring criteria?

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APPENDIX A

Pilot Equality Impact Assessment Template

Stage 1: Screening for relevance

Please use the following template to help determine whether an equality impact assessment (EIA) is required.

Name of the Strategy / Policy / Procedure / Practice
Wiltshire Local Transport Plan 2011 – 2026 (LTP3)

Author;

Name: Robert Murphy	Job title and directorate: Principal Transport Planner - TEL	Date: 7 July 2009	Signature:
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Does the strategy / policy / procedure / practice require an equality impact assessment (EIA)?

Please answer the following questions.

1. What are the main aims, purpose and outcomes of the strategy / policy / procedure / practice and how do these fit in with the wider aims of the organisation?

Purpose

The government has stated that:

“Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies”.

“The LTP is a vital tool to help each local authority work with its stakeholders to strengthen its place-shaping role and deliver services to the community”.

Aims/Outcomes

The LTP3 will be developed in accordance with the Department for Transport’s (DfT’s) five overall ‘Delivering a Sustainable Transport System’ (DaSTS) goals:

- support economic growth;
- tackle climate change;
- contribute to better safety, security and health;
- promote equality of opportunity; and
- improve quality of life and promote a healthy natural environment.

The subsequent (proposed) objectives of the LTP3 (see below) have been developed to reflect and be consistent with the DaSTS goals, the South West Regional Spatial Strategy, the Wiltshire Local Development Framework and the Wiltshire Sustainable Communities Strategy:

- To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.
- To provide, support and promote a choice of sustainable transport alternatives.
- To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment.
- To minimise traffic delays and disruption, and improve journey time reliability on key routes.
- To improve sustainable access to a full range of opportunities, particularly for those people without access to a car.
- To make the best use of the existing transport infrastructure through effective design, management and maintenance.
- To enhance Wiltshire's public realm and streetscene.
- To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.
- To reduce the impact of traffic speeds in towns and villages.
- To encourage the efficient and sustainable distribution of freight around Wiltshire.
- To reduce the level of air pollutant and climate change emissions from transport.
- To support planned growth and ensure that developments provide for their transport requirements and mitigate their traffic impacts.
- To reduce reliance on the private car.
- To encourage people to improve their health by walking and cycling.
- To reduce barriers to transport and access for people with disabilities and mobility impairment.

In seeking to achieve these objectives, the LTP3 will help the council meet its corporate vision and goals.

2. How will these aims affect our statutory duty to:

1. Promote equality of opportunity?
2. Eliminate discrimination and harassment?
3. Promote good community relations and positive attitudes towards disabled people?
4. Encourage participation of disabled people, including the consideration of more favourable treatment of disabled people?
5. Protect and promote human rights?

In seeking to achieve the DaSTS goals (particularly the goal to 'promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society') and the 15 (proposed) local transport objectives, the LTP3 should have an overall positive impact on these statutory duties.

3. Are there any aspects of the strategy / policy / procedure / practice, including how it is delivered, or accessed, that could contribute to inequality? This should relate to all areas of our statutory duties.

While the LTP3 will, as outlined above, seek to positively impact on the statutory duties, a lack of support and/or funding, particularly for public transport, cycling and walking, may adversely affect the duty to 'promote equality of opportunity'.

4. Will the strategy / policy / procedure / practice have an impact (positive or negative) upon the lives of people, including members of particular communities and groups? What evidence do you have for this?

While the LTP3 will seek to positively impact on the lives of all the people who live, work and visit Wiltshire, given its wide ranging remit and the limited transport resources available to the council, there will be occasions when negative impacts cannot be avoided. Previous (e.g. Wiltshire LTP 2006/07 - 2010/11 and Wiltshire LTP Delivery Report 2001/02 - 2005/06) and recent (e.g. Wiltshire LTP 2011 Consultation Issues Paper) LTP documents provide background evidence which sets out the wide ranging nature of transport and the transport-related problems and opportunities faced in Wiltshire. Further work on evidence gathering will be undertaken during the development of LTP3.

5. Are particular communities or groups likely to have different needs, experiences and attitudes in relation to the strategy / policy / procedure / practice?

Yes, as stated above, the wide ranging nature of transport means that the LTP3 will need to consider the different transport needs, experiences and attitudes of particular communities or groups.

Is an EIA required?

If the policy is not relevant to any aspect of the statutory duties or wider equality responsibilities, there is no need to conduct an EIA. **In this event, please contact the Corporate Equality and Diversity team to discuss this decision**

Remember:

'High' relevance will have potential / actual impact on 3 out of the 5 areas under the statutory duties

'Medium' relevance will have potential / actual impact on 2 of the areas

'Low' relevance policies will not have any impact relating to the areas under the statutory duties

The strategy / policy / procedure / practice is assessed as (please delete appropriately):

- HIGH Relevance, therefore a full EIA will be done by (March 2011)

Author of Screening for Relevance

Name:	Job title and directorate:	Date:	Signature:
Robert Murphy	Principal Transport	7 July 2009	

	Planner - TEL		
Director Level Sign-off (if EIA will not be done)			
Name:	Job title and directorate:	Date:	Signature:

Stage 2: Full Assessment

Step 1– scoping the equality impact assessment (EIA)

Building on the material included at the screening stage, you should begin the EIA by determining its scope. The EIA should consider the impact or likely impact of the policy in relation to all areas of our remit, including human rights. The EIA should be proportionate to the significance and coverage of the policy.

Name of the strategy / policy / procedure / practice
What are the main aims, purpose and outcomes of strategy / policy / procedure / practice and how does it fit in with the wider aims of the organisation?
List the main activities relating to the strategy / policy / procedure / practice and identify who is likely to benefit from it

What do you already know about the relevance of the strategy / policy / procedure / practice? What are the main issues you need to consider?
<i>Some things to consider:</i>
<ul style="list-style-type: none"> • <i>How is the policy likely to affect the promotion of equality in the areas of age, disability, gender, gender reassignment, race, religion or belief, sexual orientation, or human rights?</i>

- How do you think that the policy will meet the needs of different communities and groups?
- What consultation has already been undertaken which is relevant to the development of this policy?
- Are there any examples of existing good practice in this area – such as measures to improve access to the policy among particular groups?
- Do you think that your policy presents any problems or barriers to any community or group?

What data, research and other evidence or information is available which will be relevant to this EIA?

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What further data or information do you need to carry out the assessment?

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Step 2 – Involvement, Consultation and Partnerships

When considering how you will involve and consult other people in developing the policy, you need to think about internal and external audiences and all areas of the statutory duties.

Please use the table directly below to outline any previous involvement or consultation which is relevant to this strategy / policy / procedure / practice

Equality target group	Briefly describe what you did, with whom, when and where. Please provide a brief summary of the responses gained and links to relevant documents, as well as any actions.
Age	
Disability	
Gender	
Gender reassignment	
Race	
Religion or belief	
Sexual orientation	
Human rights	
Other	

If consultation and involvement of specific groups did not take place, please state why

--

What do previous consultations show about the potential take-up of any resulting activities or services?

How are external partners involved, or how do you are intend to involve external partners, in delivering the aims of this strategy / policy / procedure / practice? (if applicable)

Step 3 – data collection and evidence

What evidence or information do you already have about how this policy might affect equality, and what does this tell you?
<i>Please cite any quantitative (for example, statistical or research) and qualitative evidence (for example, monitoring data, complaints, surveys, focus groups, questionnaires, meetings, interviews) relating to groups having different needs, experiences or attitudes in relation to this project. Describe briefly what evidence you have used.</i>

What does available data tell you about the potential take-up of any resulting activities or services?

What additional research or data is required to fill any gaps in your understanding of the potential or known effects of the strategy / policy / procedure / practice? Have you considered commissioning new data or research?

Step 4 – Assessing impact and strengthening the strategy / policy / procedure / practice

What evidence do you have about how the strategy / policy / procedure / practice will affect different groups and communities in relation to equality and human rights?

How does / will the strategy / policy / procedure / practice and resulting activities affect different communities and groups?
<i>Some things to consider:</i> <ul style="list-style-type: none"><i>• Is there any potential for, or known, adverse or positive impacts of the policy?</i><i>• You should consider how the policy might affect communities with small populations; people affected by discrimination in multiple areas of equality (age, disability, gender, gender reassignment, race, religion or belief, and sexual orientation); specific interest</i>

groups such as small businesses, voluntary sector agencies and other service providers.

- Are there examples of good practice that can be built on?
- You may wish to consider how the policy will be delivered or communicated.

What measures does, or could, the strategy / policy / procedure / practice include to help promote equality of opportunity?

For example, positive measures designed to address disadvantage and reach different communities or groups?

What measures does, or could, the strategy / policy / procedure / practice include to address existing patterns of discrimination, harassment or disproportionality?

What impact will the strategy / policy / procedure / practice have on promoting good relations and wider community cohesion?

If the strategy / policy / procedure / practice is likely to have a negative effect ('adverse impact'), what are the reasons for this?

Consider and include comments on direct or indirect discrimination.

What practical changes will help reduce any adverse impact on particular groups?

For example:

- Changes in communication methods, providing language support, collecting data, revising programmes or involvement activities.
- Have you considered our legal responsibilities under the Disability Discrimination Act, including treating disabled people more favourably where necessary?

What evidence is there that actions to address any negative effects on one area of equality may affect other areas of equality or human rights?

What will be done to improve access to, and take-up of, services or understanding of the policy / strategy / function or procedure?
<i>Some things to consider:</i>
<ul style="list-style-type: none"> • <i>Increasing awareness of the policy among staff.</i> • <i>Reviewing your staffing profile to make sure you reach all parts of local communities.</i> • <i>Encouraging wider public involvement in our work or communications activities.</i> • <i>Encourage different groups, including disabled people, to get involved in what we do.</i>

Please note that you may need to revisit this section once you have completed the policy development process.

Step 5 – Procurement and Commissioning

Consideration of external contractor obligations and partnership working
<i>Is the implementation of this strategy / policy / procedure / practice due to be carried out wholly or partly by contractors / commissioning? If yes, have you done any work to include equality and human rights considerations into the contract / service level agreements already?</i>
<i>If you have, please set out what steps you will take to build into all stages of the procurement / commissioning process the requirement to consider the general equality duties and equality more broadly.</i>
<i>Specifically you should set out how you will make sure that any partner you work with complies</i>

with equality and human rights legislation. You will need to think about:

- *Tendering and Specifications*
- *Processes for awarding contracts*
- *Contract / SLA clauses*
- *Performance measures and monitoring*

Step 6 – making a decision

Summarise your findings and give an overview of whether the strategy / policy / procedure / practice will meet the council’s responsibilities in relation to equality and human rights

What practical actions do you recommend to reduce, justify or remove any adverse / negative impact?

Please note that these should be reflected in the action plan (see Step 8).

Step 7 – monitoring, evaluating and reviewing

How will the recommendations of this assessment be built into wider planning and review processes?

This may include policy reviews, annual plans and use of performance management systems.

How will you monitor the impact and effectiveness of the strategy / policy / procedure / practice?

This could include adaptations or extensions to current monitoring systems, relevant timeframes and a commitment to carry out an EIA review once the policy has been in place for one year.

Give details of how the results of the impact assessment will be published

There is legal requirement to publish assessments. Completed assessments should be first be quality assured and then, once signed off, be published on the Council website, via the Web Team.

Step 8 – action plan

Taking into consideration the responses outlined in Steps 1-7, complete the action plan below (if appropriate).				
	Actions	Target date	Responsible post holder and Directorate	Monitoring post holder and Directorate
Involvement, Consultation and Partnerships				
Data collection and evidence				
Assessment and analysis				
Procurement and Commissioning				
Monitoring, evaluating and reviewing				

Sign-off

The final stage of the EIA is to formally sign off the document as being a complete, rigorous and robust assessment

The strategy / policy / procedure / practice has been fully assessed in relation to its potential effects on equality and all relevant concerns have been addressed.

Author of strategy / policy / procedure / practice and EIA			
Name:	Job title and directorate:	Date:	Signature:
Quality check: screening document has been checked by:			
Name:	Date:	Signature:	
Director level (sign-off)			
Name:	Job title and directorate:	Date:	Signature:

