

Wiltshire Local Transport Plan 2011 – 2026

Equality Impact Assessment



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Equalities Impact Assessment

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Sustainable Transport Group
Department of Neighbourhood and Planning
Wiltshire Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

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1 Equalities Impact assessment

1. Purpose of the Equalities Impact Assessment

1.1 An Equalities Impact Assessment is a way of examining and analysing our services, policies and strategies and identifies existing and potential impacts on certain groups of people, and sometimes individuals, allowing us to make informed decisions that can be evidenced and published.

1.2 The Equalities Impact Assessment looks at the key equalities issues identified in the scoping report, and confirmed by consultation with relevant stakeholders.

1.3 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 fulfils 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.

1.4 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 stake holders, potentially influencing policy as a result.

1.5 We checked for relevance

2. The Wiltshire Local Transport Plan

2.1 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.

2.2 LTP3 will set the aims and objectives for transport in Wiltshire for the period of 2011 – 2026 to coincide with the time scales 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 stake holders within the local community.

2.3. 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.

2.4. 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 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.

3. Review of other relevant plans and programmes

3.1 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.

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

3.3 Wiltshire Council is committed to reducing inequalities and tackling disadvantage, for benefit of all out communities. Being able to meet our statutory equality duties will ensure that we comply with various equality related directives, legislation, and schemes.

3.4 Below are directive, legislation and schemes most relevant 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**
- **Equality Act 2010**
- **Human Rights Act 1998**

3.5 Wiltshire Council's equality commitments

Wiltshire Council is committed to meeting 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.

3.6 Relevant plans programmes and objectives

Table 1. Showing relevant plans and programmes and the objectives they contain.

Relevant plans programmes and objectives	Equality objectives they contain
'Delivering a Sustainable transport System' November 2008 Dft	The government sets out its five broad transport goals one of which related directly to creating equality: 'To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society.
Revised Draft Regional Transport Strategy 2008 (Final Regional Spatial Strategy will be adopted in spring 2009)	Addressing social exclusion by improving accessibility to jobs and services;
The Wiltshire and Swindon Structure Plan 2016 (The Wiltshire and Swindon structure plan 2016 will be superseded when the RSS is adopted)	An appropriate level of accessible safe and efficient public transport services should be secured to: <ul style="list-style-type: none"> • Meet the needs of the people without access to private transport. • Reduce reliance upon the car
Local Agreement for Wiltshire (LAW)	The following transport-related actions are included in the LAW: <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 de of their communities and thereby enhancing their quality of life. • Consult with local communities to seek solutions to ensure improved access to essential services. • Improve access to goods, services, and education and employment opportunities for all sections for the community, but particularly those people without access to a car.
Making the connections: Final report on Transport and Social Exclusion (2003)	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 service
PPG13 - Transport Planning Policy Guidance 13	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. 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.
Wiltshire Corporate Plan	The plan looks to: <ul style="list-style-type: none"> • Protect vulnerable road users.

Relevant plans programmes and objectives	Equality objectives they contain
	<ul style="list-style-type: none"> • 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</p> <p>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> <p>Promoting equal opportunities between disabled people and other people.</p> <p>Eliminating discrimination against disabled people.</p> <p>Promoting positive attitudes towards disabled people.</p> <p>Encouraging disabled people to be involved in decision making.</p> <p>Taking account of disabled people's disabilities even when that involves treating disabled people more favourably than others.</p>

4. Introduction to Wiltshire's equalities impact assessment for LTP3.

4.1 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.'

4.2 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.

4.3 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 stake holders to strengthen delivery of transport services to the community.

4.4 Equality is the equal treatment, respect, and providing equal life chances for all for all. This 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.

4.5 In the context of LTP3 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.

4.6 EqIA stages of assessment

Essentially the EqIA of Wiltshire's LTP3 has been undertaken through a number of different stages (see bullet pointed below). These stages all work towards ensuring that the policies and strategies written into the plan promote equality and that any potentially negative impacts to equality from any policy or strategy are suitable mitigated against.

Stages of assessment:

- EqIA Scoping Report
- Consultation on EqIA Scoping Report
- Appraisal of the LTP policy options against the equality statutory goals
- Assessment of each LTP strategy in the context of the EqIA

5. EqIA scoping report

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

5.2 The scoping report reviewed relevant plans and programmes in Wiltshire nationally and internationally. It also collected baseline information which can be used in the development of transport policies and strategies that consider needs of different equality groups within Wiltshire. The report

also presented questions to consultees throughout the document, which were answered through the consultation process. This aimed to ensure that the information on which policy is based was sufficiently detailed and accurate in relation to the transport needs of different equality groups.

5.3 Significant issues and challenges identified in the scoping report

5.4 Age

- Perceptions of poor personal security in the use of public transport particularly at night are shown to be a barrier in older age's 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.

5.5 Religion/faith

- 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.

5.6 Race ethnicity

- 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.

5.7 Gender

- 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.

5.8 Disability

- It is important to recognise the complexity and the non homogeneous 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.

6. Consultation on the scoping report

6.1 A range of consultation methods have been and will continue to be utilised in the development of the LTP3 to successfully engage with the general public, stakeholders and neighbouring authorities. The scoping report was made available online for the consultation period, and in addition sent directly to a number of relevant stakeholders and equality groups.

6.2 List of stakeholders consulted with;

- LTP stakeholder forum
- Community area consultation events
- Consultation issues paper
- Strategic Accessibility Planning Partnership.
- Accessibility Planning Partners' Forum
- Consultation with local strategic partnerships

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

6.4 Gender

- Wiltshire's federation of women's institutes

6.5 Age

- Pensioners' voice
- U3A Devizes and district
- Wiltshire assembly of youth
- Age concern Wiltshire
- Young peoples' assembly
- U3A Marlborough

6.6 Disability

- Wiltshire and Swindon users' network
- Devizes PHAB community transport services
- Mencap (Dorset and Wiltshire)
- Melksham access group
- West Wiltshire access group

7. Summary of consultation responses and key issues identified through the consultation.

7.1 The consultation responses summarised below have been considered in the appraisal of the LTP3 policy options against the five statutory equality goals (see 3.6 earlier), and will also be considered in the writing of the individual transport policies and strategies included within the plan.

7.2 The consultee's agreed with the challenges identified in the scoping report and suggested various improvements for different equality groups which are outlined below:

- Improvements to taxi's and train services for disabled people should be made in addition to bus services which is often the focus of transport for disabled people.
- The consultation also emphasised the fear and lack of confidence some people with disability may have which needs to be considered when providing public transport. The training of public transport staff in assisting disability groups was emphasised as a priority by a number of consultees.
- The consultation also specifically referenced the importance of the consideration of the needs of wheelchair users, and the physical barriers to public transport that wheelchair users often face.

- Consultees also highlighted issues relating to perceptions of safety for women using public transport especially in evening and night time periods.
- Other issues raised related to the opinion that the scoping report provided a lack of focus on issues of fear and security surrounding the use of transport and the influence on wealth on transport options for accessibility.

8. Scoring of the options appraisal

8.1 Following the consultation of the scoping report, the council considered and used the responses to consult 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.

8.2 As the first next step the council used the statutory duties (See 3.4) 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 was appraised against the five statutory duties using the following criteria:

Table 2. 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

Table 3. Summary of the results

Option	Total score	Summary of comments
Passenger transport option 2 'enhancement to services' (radical)	8	This option provides many transport options for all members of the population including those living in rural areas, and those with disabilities. It also works at increasing subsidised transport, which enhances opportunities for disabled people to participate within communities. Improving levels of accessibility to key services and amenities.
Road safety - school travel plans (radical)	7	The option improves access to all schools across the county and does not discriminate against those without cars. Enhanced social interaction through walking to school may improve community relations and cause a reduction in contention surrounding 'school run' traffic and parking problems. Any additional lighting implemented on routes to school will

Option	Total score	Summary of comments
		work to improve feelings of safety and security. In addition reduced driver to school journeys will work to free up parking for people with disabilities attending the school.
Parking (radical)	6	This option could significantly reduce congestion in town centre areas, and provide a boost to the local bus network in terms of patronage. However, this option could discriminate against areas that are not easily accessible by public transport. Increased options for public transport may improve social interaction which could develop positive attitudes towards disabled people and provide improvements in accessibility for those without access to the private car.
Walking (radical)	6	The benefits, of this option is restricted to the SSCT's and those who live in them or visit them. The option provides no significant impact on discrimination and harassment (it may discriminate against those living in rural areas to a small extent). Improvements to ROW will improve options of access to services located within SSCT's. Benefits for community relations and participation are scheme dependent but are unlikely to be significant.
Parking (balanced)	3	Standardised parking charges improve equality for the county but may have a negative impact on lower income groups. However, the new regime may promote modal shift and reduce congestion in town centres which will provide benefits for other road users including disabled people. Disabled parking provision will positively discriminate to provide accessibility for disabled people.
Parking (conventional)	2	Unification of parking charges improves equality across the county. Provisions of disabled parking places provides favourable treatment for disabled people. However, the option is unlikely to have significant impact on public transport provision and reduction of congestion which would improve accessibility.
Freight - management (balanced)	2	The option may increase accessibility and reduce severance for local communities where freight strategies are undertaken as an outcome of the freight priority mechanism. Reduced community severance by removing freight through some locations will increase community interaction and relations but with no specific impact on the participation of disabled people.

Option	Total score	Summary of comments
Maintenance - ROW (balanced)	2	A demand based hierarchical three tier network for maintenance of ROW put forward by this option may discriminate against rural areas, as the focus is on most heavily used networks which are most likely to exist in more urban areas. However, the route does improve accessibility to some routes for disabled people.
Structures - bridges (balanced)	2	Improvements to bridges for non car users provides some benefits for some disabled people, and helps maintain accessibility between locations for all road users. There is likely to be no significant impact related to this option.
Cycling - parking (balanced)	1	Providing parking for cyclists provides for the needs of some non car users, promoting equality of opportunity. The option has no impact on the participation of disabled people within communities, or the elimination of discrimination and harassment.
Smarter Choices - smarter choices (balanced)	1	Dependant on the type of campaign used this option may improve options of accessibility to services. An enhanced range of options may encourage improved participation by disabled people.
Road safety local safety schemes (conventional)	1	Impact of local safety schemes on equality of opportunity will be scheme dependent. It is unlikely that schemes will have significant impact on community relations, although scheme development may encourage access for all road users including disabled people. For example, if footways or pedestrian crossings were implemented.
Freight -information (radical)	1	Extensive information to freight drivers should reduce freight through communities not on Wiltshire's freight route map. This will work to reduce community severance, and threat and intimidation for road users including disabled people. However, the option will provide negative impacts for the communities that are based on the freight routes.
Cycling - networks (balanced)	1	This option improves accessibility for non car users, who cycle in town centres. The option reduced the impact of cars through the town, reducing community severance and improved shared use paths can benefit most groups including disabled people. The option excludes people living in rural areas to some extent.
Major schemes (conventional)	0	Access improvements to key services and improvements on access for all equality groups are likely. However, the impacts of this option are scheme dependent but are most likely to benefit key routes and car owners or bus users.

Option	Total score	Summary of comments
Maintenance- rights of way (balanced)	0	Upgraded paths make routes more accessible to disabled people but only in highly populated areas, as the option focuses on town centres, which does discriminate against those living in rural areas or using rural routes. Maintenance will provide improved accessibility to some key services but the benefits are unlikely to be significant.
Maintenance - maintenance (balanced)	0	Road maintenance provides the same standard for all road users and maintains accessibility but there is some discrimination against rural roads in the prioritisation of maintenance. Good quality roads may help disabled people to use the networks.
Freight - break bulk (conventional)	0	This may have some adverse impact by reducing freight through some communities, but it is not likely to have any impact on issues of equality.
Freight - break bulk (balanced)	0	This may have some adverse impact by reducing freight through some communities, but it is not likely to have any impact on issues of equality.
Freight - rail freight (conventional)	0	The option increases accessibility options for the whole community by reducing freight on the road. Reduced freight through communities may enhance community relations through reduced community severance. The break bulk terminal may have negative impact on local residents at Westbury. The option has no impact on the participation of disabled people.
Freight - parking (conventional)	0	The option provides potential for reduced severance in communities with parking provisions for freight outside of town centres. The option will make improvements to parking for freight drivers but the ad hoc provisions this options provides will have limited impact.
Freight - information (balanced)	0	Some information distribution on the Wiltshire freight routes will increase perceptions of safety and may reduce community severance for communities NOT on the freight route . The benefits of this scheme on issues of equality are limited.
Cycling - parking (conventional)	0	Improvements to equality of opportunity by providing parking for non car users. However, there is unlikely to be any significant impact on other equality issues.

Option	Total score	Summary of comments
Maintenance - maintenance (balanced)	0	Road maintenance to an adequate standard provides everyone with a fair chance of using the roads (i.e. pedestrians, cyclists, all types of motor vehicles).The prioritisation of maintenance may mean that people living in rural areas have less opportunity for good quality road usage. Good quality roads may help disabled people to use the networks but the impact of this is likely to be limited.
Network management - congestion (conventional)	0	This option will provide some improvements to Journey Time Reliability across the County providing benefits for all road users including disabled people. The focus on certain 'hot spots' discriminates against other areas. An improvement in accessibility through Journey times and reduced congestion is unlikely to provide any significant impact.
Network management - WTCC (balanced)	0	This option reduced congestion with a focus on the SSCT's which may reduce threat an intimidation and could encourage more participation of different equality groups including disabled people within town centres. Increased journey times may improve accessibility for all but is unlikely to have any significant impact on equality issues.

8.3 Options appraisal summary of results

8.4 The majority of the options assessed against the equality goals have been given a score of zero and therefore, are predicted to have a negligible impact on issues of equality. However, it is important to note that this is dependant on the individual location and the details of the scheme that is implemented.

8.5 The highest scoring options included the radical passenger transport and school travel planning options which are considered most likely to provide a major benefit to issues of equality if they are implemented. These options provide accessibility improvements to all groups and to key services and they work to establish increased social interaction which essentially could work to create better community cohesion.

8.6 Radical versions of the options provide the most benefits to issues of equality. However, the less radical options could still provide substantial benefits. The true impact of these options is to be considered at a later stage when the details of the schemes and the location for implementation can also be taken account in the assessment of the impacts on issues of equality.

9. Assessment of LTP3 strategies

9.1 To ensure consistency within the council the following EqIA like the scoping report takes its structure from the 'Pilot Equality Impact Assessment' set out by Wiltshire Council's equality and diversity team. The tables below use this structure and contain the EqIA for each of the LTP3 strategies.

9.2 EqIA of the LTP3 parking strategy

EqIA of the LTP3 parking strategy
<p>1. Name of the strategy/policy/procedure</p>
<p>The parking strategy for LTP3</p>
<p>2. What are the main aims, purpose and outcome of the strategy/policy procedures/practice and how does it fit in with the wider aims of the organisation?</p>
<p>The aims of the parking strategy are to:</p> <ul style="list-style-type: none"> ● Support the local economy and facilitate development growth - "Parking should make it easy for tourists and shoppers to visit market towns and enable planned housing and employment growth in Wiltshire" ● Encourage sustainable travel modes and reduce reliance on the private car. ● Enhance the built and natural environment - "By reducing the amount of land used for parking and improving the look of street scenes by reducing parking". ● Meet residents' need for car parking near their homes - "By introducing residents parking zones". ● Improve journey time reliability for road users - "By managing on-street parking to reduce traffic conflict and delays". ● Reduce wasteful competition between towns in the wider sub-region - "By creating consistency in parking charges". ● Raise revenue for the council to re-invest in transport services and measures - "By using surplus revenues to subsidise non-commercial bus services". ● Make Wiltshire a safer place - "By making sure car parks are safer by design". ● Provide access to key services and facilities for special needs groups and the mobility impaired - "By providing appropriate blue badge parking spaces". ● Improve the efficiency of council's parking service. <p>The aims fit with the wider policies of Wiltshire Council namely:</p> <ul style="list-style-type: none"> ● The Wiltshire Local Area Agreement (LAW) and; ● The Wiltshire and Swindon Structure Plan 2016 <p>Policy T6 of the structure plan states that; "Demand management will be promoted where appropriate to reduce reliance upon the car and to encourage the use of sustainable transport modes".</p>
<p>3. List the main aims, purpose and outcome of the strategy/policy/procedure practice and identify who is likely to benefit from it.</p>
<p>See section 2. above</p>

EqlA of the LTP3 parking strategy

4. What do you already know about the relevance of the strategy/policy/procedure/practice? What are the main issues you need to consider?

Through baseline research as part of the scoping report, it is considered that the following equality groups are most likely to be affected by the parking strategy:

- age
- disability
- People on low income

We also know that local businesses are most likely to be affected by the parking strategy in some areas, with potential adverse impact on local economy.

5. What data or research and other evidence or information is available which will be relevant to this EqlA?

- Consultation on the EqlA scoping report was undertaken with different equalities groups.
- Baseline information was collected as part of the scoping report to collect the significant issues relating to different equality groups.
- An option appraisal was completed to assess the impact of parking options on the equality statutory duties.
- Meeting with the Wiltshire and Swindon users network.
- The outcome of the current consultation will also be used to inform the final strategy document.

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

In order to inform parking policy and decisions, consistent research on utilisation of car parks and the 'users' of these car parks would be useful. Resource restraints currently prevent this research taking place on a regular basis.

7. Outline any previous involvement or consultation which is relevant to this strategy.

Baseline information collected for the scoping report shows the following significant issues for different equality groups:

Age/economic status

Young people and pensioners are most likely to be adversely impacted by the introduction of higher parking charges. However, increased charges can provide the council with additional revenue that could be used to support non-commercial bus services, which might otherwise decline.

Disability

Ease of accessibility to services and to homes is particularly important to disabled people. The strategy acknowledges this and sets out the continuation of the 'blue badge' parking scheme and sets standards for the provision of disabled parking.

EqIA of the LTP3 parking strategy

Local businesses (social economic duty)

Increased parking charges may have some influence on reducing the numbers of people accessing local businesses i.e. if charges increase people may not visit certain areas so often.

Other consultation:

- Consultation with a number of stakeholders was undertaken as part of the development of the current LTP parking strategy in 2000.
- A number of equality and diversity groups were advised of the current consultation through a separate email.
- Meetings have been undertaken with the Wiltshire and Swindon users network to discuss the draft strategy in relation to age and disability, and The Wessex chamber of commerce in relation to the impact of increased charging on local businesses.

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

Key issues from correspondence received relates to:

- Lack of parking enforcement
- Too much parking enforcement
- Obstruction caused by parked vehicles outside of driveways etc.
- Requests for residents parking schemes, and the need for parking outside of people's homes
- Concern for local businesses/the vitality of local areas if parking charges increase

In order to inform parking policy and decisions consistent research on utilisation of car parks and the 'users' of these car parks is required. Resource restraints currently prevent this research taking place on a regular basis.

After the consultation has been completed, members of the public can continue to raise issues associated with parking, through the 'Community Area Boards', the 'Community Area Partnerships', or by writing by letter or email direct the council.

9. How are external partners involved, or how do you intend to involve external partners, in delivering the aims of the strategy?

Key to the involvement of external partners in the delivery of the strategy is the 'Wiltshire transport alliance' which acts as a conduit for the views and opinions of those with a strategic interest in transport in Wiltshire.

In addition, external partners will be involved in delivery of the strategy through:

- 'The Wiltshire family of partnerships'
- 'Community Area Boards and Partnerships'
- 'LTP stakeholders forum'

EqIA of the LTP3 parking strategy

10. What evidence or information do you already have about how this policy might effect equality, and what does this tell you?

How evidence was collected; (See section 5. for details of consultations)

How the policy effects equality in relation to age and economic status:

- Wiltshire is a relatively prosperous county with a strong economy but with pockets of deprivation. Across Wiltshire there are 3 areas in the most deprived 20% of all areas across England.
- The parking strategy sets out charging banding's based on the function of place, population, and the alternative transport methods available. These considerations strive to take into account the needs of lower income groups and less economically vibrant towns, attempting to apply charging which will minimise the adverse effects on the community.
- Access to services is a major factor in quality of life for people in rural communities, where lack of transport can be a cause of social exclusion. Households living in rural areas spend a higher proportion of their income on travel and travel distances are approximately 60% longer than people living in urban areas (Independent transport commission).
- Increases in parking charges will further increase expenditure on transport for rural populations.
- Clearly increases in parking charges will have a negative impact on lower income groups particularly in the current financial climate. However, revenue from these charges can be used to support non-commercial bus services which might otherwise decline.

Disability

- National guidance will set the standard of accessible disabled parking provision in Wiltshire from 'Manual for streets' section 8.3.24 and traffic advisory leaflet 5/95 'Parking for disabled people' (Dft 1995).
- The strategy works to improve on this standard stated in PS2 of 'The parking strategy'.

11. What does available data tell you about the potential take up of any parking provision?

- There is a lack of available data and there is a need for improved monitoring (See section 6. above)

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

- Improved monitoring is required (See details in section 6. above)

13. How does strategy and resulting activities affect different communities and groups?

See section 10.

14. What measures does or could the strategy include to help promote equality of opportunity?

What the policy does/has done to improve equality of opportunity: See section 10.

What the strategy could do to improve the parking strategy for equality of opportunity:

EqlA of the LTP3 parking strategy

- National guidance on disabled parking facilities should be stated as a minimum requirement which 'Wiltshire council' should strive to improve on.
- The strategy should state details of the provision of parent and child parking spaces.
- Details should be provided on how to raise parking issues, once the consultation on the strategy is complete.
- The role of the 'Transport alliance' in overseeing transport provisions including the fair provision of parking could be included in the strategy document.

15. What measures does the strategy include to address existing patterns of disproportionately?

See section 10.

16. What impact will the strategy practice have on promoting good relations and wider community cohesion?

It is considered that the strategy is likely to have a minimal impact on promoting community cohesion. However, 'The area boards' allow regular feedback on local issues such as parking, which may bring together communities through common agendas.

17. If the strategy practice is likely to have a negative effect what are the reasons for this?

See section 10.

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

See section 8.2

19. What evidence is there that actions to address any negative effects on one area of equality or human rights?

- See section 10.
- 'The Community Area Boards and Partnerships can be used to report any adverse impacts through.

20. What will be done to improve access to and take up of services or understanding of the policy strategy/function or procedure?

- Parking policy is to be DDA compliant for all car parks including developer implementation
- Document summaries of the final LTP3 and EqlA will be available.

21. Consideration of external contractor obligations and partnership working.

See section 9.

22. 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.

The strategy sets minimum standards for disabled people and ensures that equality groups have access to adequate parking provisions. The parking charges allocated to areas reflect the economic vitality, and alternative transport systems available. Revenue for increased charges may also be used to provide alternative transport to community centres.

EqlA of the LTP3 parking strategy

The impact of the policy options on the equality goals have been considered and consultation has been carried out with different equality groups and stakeholders.

Adverse issues relating to parking will continue to be able to be reported through the area boards after the LTP3 consultation is completed.

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

See section 14 & 19.

24. How will the recommendation of this assessment be built into wider planning and review procedures?

Amendments and additions recommended for inclusion in the LTP3 parking strategy:

- National guidance on disabled parking provision should be stated as a minimum standard which Wiltshire will strive to improve upon.
- Parking standards for parent and child parking provision should be set out within the strategy.
- The strategy should state 'The transport alliance partnership' to consider issues of transport including parking provision and the fairness in its implementation.
- 'Area boards' should be outlined as the main forum for members of the public to raise future concerns relating to parking in Wiltshire.
- Future consultations should provide a summary document of the policies and strategies to increases make the consultation as fair as possible and to allow better understanding of the policies.
- Consistent monitoring should be carried out if resources allow on car parking and the users of car parks to allow the most appropriate strategies and policies to be implemented.

25. How will you monitor the impact and effectiveness of the strategy?

See section 8.

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

The outcomes from this consultation are to be used to inform the final EqlA any changes implemented will be published in statement of change.

9.3 EqIA of the public transport strategy for LTP3

EqIA of the public transport strategy for LTP3
<p>1. Name of the strategy/policy/procedure/practice</p>
<p>Public transport strategy LTP3</p>
<p>2. 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?</p>
<p>The aims of the public transport strategy are:</p> <ul style="list-style-type: none"> ● To reduce social exclusion by providing access to a wide range of opportunities for those without a car available and; ● To provide the public with a wider range of travel choices as an alternative to the private car, thereby contributing to reducing congestion and air pollution and improving road safety. <p>The strategy also contributes to a number of the LTP3's key objectives which are listed below:</p> <ul style="list-style-type: none"> ● SO1 To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns. ● SO5 To improve sustainable access to a full range of opportunities particularly for those people without access to a car. ● SO15 To reduce barriers to transport and access for people with disability and mobility impairment. ● SO14 To promote travel modes that are beneficial to health. ● SO17 To improve access to Wiltshire's countryside. ● SO18 To enhance the journey experience of transport users. <p>The relevance of the 'Local transport plan' to other policies, plans and programmes are outlined earlier in section 3. of this document</p>
<p>3. List the main activities relating to the strategy/policy/procedure practice and identify who is likely to benefit from it.</p>
<p>The services are designed to meet the needs of a wide range of stakeholders including;</p> <ul style="list-style-type: none"> ● Those without a car available to them. ● Those with a car available to them but who might chose to use public transport instead. ● The public in general, through contributing to reducing congestion and air pollution and improving road safety. ● Low income families and; ● Those that cannot use a car.
<p>4. What do you already know about the relevance of the strategy/policy/procedure practice. What are the main issues you need to consider?</p>
<p>Although public transport is relevant to all groups in society, those who are most likely to be affected from an equalities perspective are consider to be:</p> <ul style="list-style-type: none"> ● Older people ● Young people ● People with disabilities

EqIA of the public transport strategy for LTP3

- Women (who are proportionately more likely to rely on public transport)
- Those living in rural areas
- Low income families

5. What data research and other evidence or information is available which will be relevant to this EqIA?

Both national and local research is used as an evidence base to inform the public transport strategy. Details of this evidence are provided in the scoping report document.

Listed below are some of the local studies used to inform the strategy:

- **Beyond the immediate (BTI):** This study was undertaken as a joint project between 'Age concern' and 'Wiltshire council'. The study investigates the needs of over 50's providing insights for those who provide serviced for older people including public transport. Further specific research on the public transport needs and views of the over 50's was commissioned by 'The passenger transport unit as a follow - on from the main BTI study ('consultation on transport for over 50's in Wiltshire' - 'Age concern' 2008
- **'Wiltshire assembly of youth'** - seminar on young people's transport issues, Devizes (February 2010)
- **'Wiltshire independent travel supporters project (WITS)'** - Research through consultation with older age groups and disabled people was conducted prior to the implementation of this project which provides support for disabled people travelling needs.

The above builds on previous local studies used in the development of earlier versions of the public transport strategy, including;

- Rural perceptions (Kennett citizens advice bureau, 1999)
- Transport transformation conference and survey (Wiltshire and Swindon user network, 1999)
- WCC research into 'pockets of deprivation' in rural areas (2000)
- Wiltshire minority ethnic residents and access to services (WCC, 2004)
- Involving people with disabilities project survey (WCC 2006)
- Passenger transport best value review (WCC 2004) surveys and focus groups (including representatives from groups representing older disabled people)
- Consultations with stakeholders during development of 'The second local transport plan' (WCC 2006)

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

There is a wide base of qualitative evidence about the equality impacts of public transport provision and the more recent evidence corroborates the findings of the earlier studies. Resources are not available to carry out more detailed research to quantify and the map incidence of these impacts.

The draft LTP3 public transport strategy will be the subject of consultation between October - November 2010 (see section 7 below) and the feedback from this will be considered in preparing the final version of the strategy.

7. Outline any previous involvement or consultation which is relevant to this strategy.

EqIA of the public transport strategy for LTP3

Previous consultation that has been used in the development of the strategy is identified under section 5 above.

Consultation on the strategy will take place alongside the rest of the LTP3 document. This will include consultation with groups such as 'The Wiltshire and Swindon Users Network', 'age concern', 'Wiltshire and Swindon community transport association and 'The Wiltshire assembly of youth' (See Appendix A for full list).

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

There is a wide array of different people that use public transport for many different reasons.

Consultation that has been carried out on public transport issues has been carried out in a way which is considered proportionate to the strategy. For example, the focus of recent consultation has been mainly on older people and people with disabilities and younger people as they are more likely to encounter issues in using public transport or rely on it for access.

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

Consultations and research show that the primary factors influencing the take up of public transport are;

- Availability/frequency/convenience of the services (this is the most important factor, and affects all users)
- Physical barriers to use (particularly people with disabilities or mobility impairment)
- Cost/afford ability (particularly young people with disabilities and sometimes older people, younger people, women, ethnic minorities)
- Access to information (all users, but particularly people with disabilities, and ethnic minorities)

See section 11. for more detail

10. How are external partners involved, or how do you intend to involve external partners, in delivering the aims of the strategy?

External partners have been involved in the writing of the strategy through provision of research and consultation carried out (see above) and will be included in the consultation described section 7.

External partners will continue to be involved in the delivery and evolution of the strategy after the consultation has been completed, including;

- Transport operators
- Community first
- Wiltshire and Swindon community transport association
- Age concern
- Wiltshire and Swindon users network (WSUN)
- Wiltshires' family of partnerships (Including the 'transport alliance')

11. What evidence or information do you already have about how this policy might effect equality, and what does this tell you?

A main reason for the council's involvement in public transport is to provide greater equality of access and opportunity for people who do not have other means of transport, and this is reflected in the service's objectives (see section 2). The overall impact of the council's involvement is therefore positive. However, the ability to meet the needs of all groups is constrained by funding and practicality. The main equality issues are;

Availability/frequency/convenience of the service for different types of journey - it is not possible to provide public transport services that meet everyone's travel needs, particularly in a rural county where demand is low. Planning of services is therefore inevitably a compromise between the needs of different groups of users and the need to make cost effective use of resources. The strategy sets out guidelines on the priorities and criteria to be used in deciding which services should be provided, and the application of these guidelines (especially in a situation where funding is limited) will lead to some peoples' needs not being fully met. The current priorities identify the following types of service as being particularly likely to be at risk;

- Evening and Sunday services
- Services that provide more than the 'target minimum level of service' and which have a relatively high subsidy per passenger trip.
- Physical barriers to accessing the service that is available - People with disabilities may find it more difficult or impossible to use conventional buses. They may also need assistance in boarding trains and accessing the platforms. People with visual impairment may have difficulty in hailing and boarding/alighting buses.
- Access to information about the service - Conventional bus timetables and information may be difficult to understand for some groups (anyone not familiar with timetables, but particularly people with learning difficulties, with visual impairments, or whose first language is not English). Special information may be needed to inform users of any accessible service features that they may require.
- Psychological or social barriers to using the service - People with disabilities (or others not familiar with th service) may lack confidence in using services. Attitudes of drivers and other transport staff may discourage or cause a barrier to using the service. Fear of crime or anti-social behaviour may deter some groups (e.g older people, younger people and women) from using the service, although this has not been identified as a major concern in the Wiltshire research consultations listed above.
- Cost and affordability - although since 2006 older and disabled people have been entitled to free travel on local services, cost remains and issue for other users, particularly younger people and low income families.

12. What does available data tell you about the potential take up of any public transport provision?

See also section 9.

- Monitoring of performance indicators for LTP2 shows that;
- Bus passenger trips have increased by 20% since 2003
- Rail passenger trips have increased by 21% since 2003
- 51% of rural households live near to an hourly weekday daytime bus service (only slightly lower than 2003)

EqIA of the public transport strategy for LTP3

- 90% of rural households live near to a daily or better weekday bus service (no change since 2003)
- 98% of rural households have a local Link or other social car scheme (up from 83% in 2003)
- 34% of all bus routes (80% of major routes) operated by low floor buses (up from 8% in 2003)
- Bus stop and shelter upgrades (including raised kerbs) completed on 9 major routes

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

- User surveys to determine volumes and reasons for travel by different groups of users, and further information on the specific barriers encountered, could be useful in further understanding the effects of the strategy. However, this would be a major piece of work for which resources are not currently available
- Further research could if it wished be commissioned by 'The local transport alliance' (part of 'The wiltshire family of partnerships'), depending on available resources.

14. How does strategy and resulting activities affect different communities and groups?

See section 11.

15. What measures does or could the strategy include to help promote equality of opportunity?

The strategy works to overcome the potential issues relating to public transport which are outlined in section

The strategy works to;

- Provide bus services for the highest priority needs, seek to develop increased community transport provision as an alternative where a conventional service is not cost effective, and continue to support Link schemes as a safety net for important access needs that can not be met in other ways
- Continue to fund community minibuses for older and disabled passengers who can not use ordinary public transport
- Continue to extend the national free bus pass scheme to allow travel before 0930 and provide companion passes; and provide taxi tokens as an alternative to the bus pass for people who have to travel in a wheelchair.
- Increase the provision of low floor bus services and wheelchair accessible taxis.
- Encourage operators to train their drivers and staff in disability awareness and customer care.
- Ensure that special information formats are available on request to meet the needs of different equality groups.
- Target any funding that is available for infrastructure improvements to measures that (among other criteria) help to remove the physical barriers to use of public transport.
- Encourage bus operators to offer affordable fares, and encourage voluntary standardisation and promotion of the discounts available to young people.

Further improvements to equality of opportunity e.g. ensuring all services are operated by low floor buses, providing frequent services to rural areas etc., are often restricted by financial resources.

EqIA of the public transport strategy for LTP3

16. What measures does the strategy include to address existing patterns of disproportionately?

- Encouragement for operators to train their drivers and staff in disability awareness training (including understanding their responsibilities in respect of non-discrimination)
- Contract requirement for operators of services funded by the council to ensure the professional behaviour of their staff when dealing with passengers including discriminatory behaviour.

17. What impact will the strategy practice have on promoting good relations and wider community cohesion?

- Public transport provision works to ensure that members of the population have the opportunity to access community activities and services, even in more isolated rural areas.
- Development of community transport may help to improve community cohesion, increase inclusion, and overall contribute towards tackling inequalities and disadvantage.

18. If the strategy practice is likely to have a negative effect what are the reasons for this?

- Adverse impacts of the public transport strategy relate to lack of financial resources to subsidise services beyond available budget limits and cost per passenger thresholds
- Area Boards will provide the forum for local people to convey their needs or any adverse impacts relating to public transport. This information will help the council to better understand the needs of the local population, regarding public transport.

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

- Continued support for link scheme and encouragement / support for development of a wider role for community transport will provide a safety net for areas where a public transport service is not financially viable and will work to prevent social isolation.
- Continued consultation with public, external partners and the area boards will allow adverse impacts and opportunities for improvements to services to be identified.

20. What evidence is there that actions to address any negative effects on one area of equality or human rights?

Key priorities of the service, are to maintain service levels and reduce barriers to the use of public transport (as far as resources allow), and the implementation of the policy and strategy should therefore have a generally positive impact on equalities. The main constraint on what can be achieved will be limitations on funding, and the likelihood that reductions in public spending will lead to reductions in the service provided. This will have a negative impact on existing users and limit the opportunities of potential future users.

The implementation of the DDA accessibility regulations, which require all local bus services to be operated by low floor vehicles by 2015-17 (depending on type of vehicle), is likely to have an adverse impact on the financial viability of some bus services if the extra income from new passengers (attracted by the improved accessible service) does not cover the higher operating costs that will be incurred. This may lead to a reduced level or different type of service being provided.

21. What will be done to improve access to and take up of services or understanding of the policy strategy/function or procedure?

EqIA of the public transport strategy for LTP3

- A summary document of the LTP3 will be provided.
- Information on transport services will be available in different formats on request to the council.

22. Consideration of external contractor obligations and partnership working

The general terms and conditions for passenger transport contracts require operators to fully co-operate with the council in complying with the requirements of equalities and anti-discrimination legislation; to operate an equal opportunities policy; and comply with human rights legislation

23. 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

The strategy key aim is to improve options for accessibility for all members of the community, and the overall impact on equalities should be positive.

Specific needs of different equality groups have been identified through consultation. The strategy looks to address these by (for example) maintaining as far as resources permit an adequate coverage and frequency of public transport service, encouraging introduction of low floor buses, and provision of suitable and accessible information about the services that are available which allows people to use the services more easily.

Providing services and improvements that meet the needs of all users is restricted by financial resources and the rural nature of the county.

However, the strategy looks to mitigate the impacts in rural areas where conventional services are unviable etc. by supporting the development of community and voluntary transport as an additional opportunity for access.

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

- Each of the policy options for LTP3 were appraised against Wiltshire's five statutory equality goals to consider the impacts on issues of equality (see section)
- The consultation process on the draft strategy involves input from relevant equality stake holders, and the area boards and work with external partners allows continued input on future policy decisions.
- The provision of services wherever financial possible and continued support for the link scheme work to improve accessibility and prevent social isolation.

25. How will the recommendation of this assessment be built into wider planning and review procedures?

- Potential for more research to be commissioned (See section 13.)
- Changes to the policy will result from this assessment and the wider LTP3 consultation.

26. How will you monitor the impact and effectiveness of the strategy?

See indicators under question 12 above

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

EqlA of the public transport strategy for LTP3

The outcomes from this consultation are to be used to inform the final EqlA; any changes implemented will be published in statement of change.

9.4 EqIA of the road safety strategy for LTP3

EqIA of the road safety strategy for LTP3
<p>1. Name of the strategy/policy/procedure/practice</p> <p>The road safety strategy LTP3</p>
<p>2. What are the main aims, purpose and outcomes of the strategy /policy/practice/procedure and how does it fit with the wider aims of the organisation?</p> <p>Wiltshire and Swindon road safety partnership works to maximise the effectiveness of resources committed to promote, educate and improve road safety and reduce casualties across the county.</p> <p>The casualty reduction strategy is founded on gathering smarter intelligence and collision investigation to understand the local and national trends and to enable the strategy to target the high priority areas.</p> <p>The casualty reduction interventions are developed by following the proven approach of the 3E's; education, enforcement and engineering and work to achieve national and local casualty reduction targets.</p>
<p>3. List the main activities relating to the strategy/policy procedure/practice and identify who is likely to benefit from it.</p> <p>The three approaches and the groups that they are most likely to benefit are outlined below;</p> <p><u>Education</u></p> <p>Vulnerable groups such as children, those from disadvantaged backgrounds, persons with special educational needs and disabled people are offered road safety education programmes targeted to their particular needs.</p> <p><u>Enforcement</u></p> <p>Interventions can include the uses of safety cameras, engineering measures, temporary and permanent vehicle activated signage and community speed watch which work to reduce vehicle speed to provide road safety benefits for all equality groups.</p> <p><u>Engineering</u></p> <p>The key areas of work relate to improving traffic signing and road markings, reviewing the speed limits, improving skidding resistance at problem sites, improving junction layouts and improving crossing facilities for pedestrians and cyclists, improving traffic calming and using permanent vehicle activated road signs. These kinds of works will provide road safety benefits for all equality groups and some engineering works may improve access for disabled people (All engineering schemes are checked for DDA compliance).</p>
<p>4. What do you already know about the relevance of the strategy/policy/procedure/practice? What are the main issues you need to consider?</p>

EqlA of the road safety strategy for LTP3

Key equality groups affected by the strategy are considered to be more vulnerable equality groups of:

- Older and younger age groups and;
- Disabled people.

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

The road safety strategy is strongly evidence based using data from sources such as those listed below;

- Road casualty data
- Speed data
- Route condition Information
- Stats 19 data base (Police data base which records injury accidents)
- Traffic flow
- Local health authority information

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

The strategy is strongly evidence based with data from sources identified in section 5.

However, additional monitoring could be helpful in the form of more qualitative information collection relating to the outcomes of road safety measures that have been implemented could be useful to guide the implementation of future schemes to improve provisions for different equality groups.

7. Outline any previous involvement or consultation which is relevant to the strategy/policy/procedure

The different road safety schemes specifically involve/target different groups, which are listed below. These groups are consulted with prior to the implementation of any road safety schemes which are likely to affect any specific group. For example; consultation is undertaken with schools to define and refine the road safety schemes to best meet the needs of the pupils.

The strategies walking and cycling educational schemes target:

- Children of different school ages
- Children with special educational needs
- Disabled adults

The strategies motorised transport schemes target:

- Advice for parents travelling with their children
- Speeders
- Newly qualified drivers - pass plus scheme promoted by the driving standards agency (DSA)
- Older drivers: safer driving with age (SAGE) scheme

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

Consultation is an ongoing process as part of the strategy and it is inclusive of those who are most likely to be affected by the road safety measures that are implemented at prioritised sites.

EqIA of the road safety strategy for LTP3

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

- Data sources such as those listed above in section 5. are used to measure the effectiveness of roads safety measures that have been implemented for specific sites and to road safety figures as a whole.
- Further consultation to gain qualitative information on the outcome of the strategy could be undertaken to further measure the success of the schemes implemented through the strategy.

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

The Wiltshire and Swindon partnership provides allows external partners to be involved with the strategy.

The objectives of the partnership is; 'To improve road safety in Wiltshire and to reduce the number of casualties in accordance with national targets'.

Members of the partnership include;

- Wiltshire Council
- Swindon Borough Council
- Wiltshire Constabulary
- Wiltshire Fire and Rescue
- Health Authorities
- The Highways Agency
- The MOD

11. What evidence or information do you already have about how this policy might affect equality, and what does this tell you?

Section 3. outlines how the strategy is considered to effect different equality groups, issues are considered most likely to impact vulnerable age groups and people with disabilities.

The data sources which inform and monitor the strategy are listed in section 5. This data can be used to measure the successes of different road safety measures namely by looking at accident statistics.

Accident data provides details of age and gender however, the impact of road safety measures on equality groups is best measured through consultation with the relevant groups prior to the implementation of any road safety schemes.

Consultation after schemes have been implemented does not widely occur in Wiltshire but if increased could work to inform/refine future implementation of road safety measures to further improve the benefits provided for different equality groups.

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

EqIA of the road safety strategy for LTP3

See section 5. Which lists the data sources used to monitor success in road safety.

13. 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?

See section 9.

14. How does/will the strategy and resulting activities affect different communities and groups?

See section 3.

15. What measures does or could, the strategy include to help promote equality of opportunity?

What the strategy does;

- Offers vulnerable groups road safety educational programmes to target their particular needs.
- Engineering improvements are checked for DDA compliance which often offers improvements for disabled people which would not otherwise be in place.
- Consultation with equality groups is undertaken prior to the implementation of road safety schemes likely to affect different groups.
- All equality groups can continue to be consulted with on issues of road safety after this consultation is completed by raising issues through the Area boards.
- Enforcement and education programmes in the strategy are inclusive and are cross gender, include all ages and people with disabilities.

What the strategy could do:

- Further consultation could be undertaken in relation to the outcomes of road safety measures in order to inform/refine measures to improve the benefits from schemes implemented for different equality groups.

16. What measures does the strategy include to address existing patterns of discrimination, harassment disproportionately?

- Engineering schemes implemented through the strategy will be DDA compliant. This often offers and improvement in accessibility for disabled people where facilities were not provided before.
- Enforcement and education programmes in the strategy are inclusive and are cross gender, include all ages and people with disabilities.

17. What impacts will the strategy have on promoting good relations and wider community cohesion?

The Community speed watch scheme allows communities to work together to reduce speeding vehicles. Reduced speed will provide benefits for all of the community and working on the programme may also enhance community cohesion.

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

EqlA of the road safety strategy for LTP3

The strategy is based on severity of accidents, as opposed to particular risk groups. However the strategy does help to improve issues of equality in the implementation of road safety schemes See Section 3. which shows how different equality groups are affected by the strategy.

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

Potentially further consultation before and after scheme implementation may further help to identify and therefore enable schemes to work to reduce any adverse impacts on equality groups.

Methods of communication in consultation could be enhanced by providing information in different languages or formats, this is currently only offered on request.

20. What evidence is there that actions to address any negative effects on one are of

n/a

21. What will be done to improve access to, and take up of services or understanding of the policy/strategy/function or procedure?

Ongoing consultation is to be completed see section 7. For details. In addition the area boards will provide a forum for issues of road safety for all equality groups to be raised after this consultation is complete.

In addition information relating to the road safety strategy can be made available in different formats or languages on request, and a summary document will be provided as part of LTP3 to enhance the ease of understanding of the strategy for members of the public.

22. Consideration of external contractor obligations and partnership working

- External partners are involved in the strategy through the Wiltshire and Swindon partnership see section 10.
- Any procurement procedures undertaken will follow the legal statutory process which covers impacts on equality and diversity.

23. 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

The strategy uses education, engineering and enforcement as measures to create casualty reduction on Wiltshire's roads. The strategy is informed by an ongoing evidence base of data and consultation with relevant equality groups.

Education and enforcement schemes are inclusive of all equality groups, and methods of engineering undertaken are DDA compliant. In addition issues of equality and diversity are also considered as part of the statutory processes for any procurement procedures undertaken relating to the strategy.

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

n/a

EqlA of the road safety strategy for LTP3

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

This assessment will be used to inform the final version of the LTP3.

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

The effectiveness of the strategy will be measured through the data sources listed in section 5. In addition LTP3 will have monitoring targets specific to road road safety.

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

The outcomes from this consultation are to be used to inform the final EqlA any changes implemented will be published in statement of change. A summary document of this EqlA will also be included as part of the final LTP3 document.

9.5 EqlA of the freight strategy for LTP3

EqlA of the freight strategy for LTP3
<p>1. Name of the strategy/policy/procedure/practice</p> <p>Freight strategy LTP3</p>
<p>2. What are the main aims, purpose and outcome of strategy/policy procedure/practice and how does it fit in with the wider aims of the organisation?</p> <p>Main aims of the Strategy:</p> <ul style="list-style-type: none"> ● Reduce HGV movement on inappropriate routes ● Minimise the impact of HGV's on local communities and the environment ● Enhance road safety ● Provide good quality info with regard to freight, to all relevant stakeholders ● Provide suitable and well placed short term and overnight lorry parking facilities. ● Encourage the use of alternative forms of transporting freight in particular by rail. ● Identify and safeguard sites for possible rail freight interchange facilities. ● Maintain the Wiltshire and Swindon Freight Partnership. <p>Relevance to the LTP3 wider aims and other relevant plans and programmes:</p> <p>The coalition government and Wiltshire Council, prioritise supporting economic growth and reducing carbon emissions. The strategy also works to achieve the governments key transport goals. The impact of the counties freight strategy to these goals is briefly outlined below:</p> <ul style="list-style-type: none"> ● To support economic competitiveness and growth – Highway is essential for the movement of goods. ● To reduce transport emission of carbon dioxide – More efficient deliveries and mode shift to rail freight will work to reduce emissions. ● To contribute to better safety and security and health – Safer good quality parking benefits drivers well being. ● To improve quality of life and promote a healthy environment – Allocation of freight routes to minimise the social impacts of freight on communities. ● To promote equality of opportunity – Delivery of goods to disadvantaged people can reduce levels of social isolation/lack of accessibility.
<p>3. List the main aims, purpose and outcome of the strategy/policy/procedure practice and identify who is likely to benefit from it.</p> <p>See section 1.</p>
<p>4. What do you already know about the relevance of the strategy/policy/procedure/practice? What are the main issues you need to consider?</p> <p>The main equality issues within the strategy relate to</p> <ul style="list-style-type: none"> ● Driver welfare through the provision of freight parking facilities, and; ● The impact of freight through communities
<p>5. What data, research and other evidence or information is available which will be relevant to this EqlA?</p>

EqIA of the freight strategy for LTP3

The Freight Priority Mechanism (FAPM) is a reporting and assessment mechanism for adverse impacts of freight. This works to prioritise routes for further investigation where freight impacts have been reported. It highlights the freight issues in the county and allows a comprehensive assessment and data collection to take place. (See details of the mechanism in the Freight Strategy Document).

6. What further information do you need to carry out the assessment?

n/a

7. Outline any previous involvement of specific groups did not take place, please state why?

Freight Quality Partnership (FQP) meets to:

- To develop a fuller understanding of freight distribution issues and problems in Wiltshire, and to promote constructive solutions which recognizes both the need for access and environmental concerns; and
- To prepare a Freight action plan for Wiltshire based on the Freight Transport Plan included in the LTP.

Freight Quality Partnership for Wiltshire includes representatives from a number of external partners including smaller haulers businesses in the county. These smaller businesses are likely to receive a negative financial impact from the implementation of the freight network or any weight restrictions. (Local economic duty)

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

The freight strategy does not have a impact on one particular equality group, but adverse impact is related to geographical location and the position of communities on the advisory freight network, where communities may face increased adverse impacts from freight using the route.

There for specific consultation has not been undertaken. However, equality groups are included in the overall consultation of the LTP3 (See Appendix A)

9. What do previous consultation show about the take up of any resulting activities or services

n/a

10. How are external partners involved or how do you intend to involve external partners in delivering the aims of the strategy

Freight Quality Partnership (See section 7.)

11. What evidence or information do you already have about how this policy might affect equality and what does this tell you?

Due to the advisory nature of the freight network for Wiltshire there is no guarantee that the network will have a significant impact on any particular community or individual equality groups.

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

EqlA of the freight strategy for LTP3

n/a

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

Ideally information could be gained from

- Origin/destination surveys to look at the impact of the measures that the freight strategy sets out (information scheme and advisory freight network etc.) (has it increased freight through communities and reduced it through others etc).
- Wider consultation with hauliers to understand their needs and requirements relating to the strategy.
- Wider and more specific consultation on freight with members of the public to further understand the nature of the impact of freight through communities and on individuals and what can be done to reduce negative impacts.

14. How does the strategy and resulting activities affect different communities and groups?

- Communities on the advisory freight network may face higher numbers of freight travelling through their communities. However, these routes are thought to be the most suitable routes for freight to travel upon.
- FAPM allows members of the public to report freight issues across the county.
- Small businesses may be adversely affected by adhering to the freight network and weight restriction that might be implemented due to potential financial implications.
- Drivers will benefit from improved parking facilities. It may also reduce overnight parking in unofficial (town centre or residential) areas which will benefit communities.

15. What measures does or could the strategy do to help promote equality of opportunity?

- Provides for driver welfare by improving parking areas.
- Reduces adverse impact of freight on communities where routes are unsuitable for freight to travel
- Provides FAPM as a reporting and assessment mechanism for freight issues across the county.
- FQP allows consultation with external partners associated with freight in the county.

16. What does the strategy include to address existing patterns of discrimination, harassment or disproportionately?

The impact of the advisory freight network and weight restrictions on small businesses is considered to be negative. However, it is important to note that the network is only advisory and the implementation of weight restriction is only considered after all other methods of mitigation have been investigated.

17. What impact will the strategy practice have on wider community cohesion?

Reduction of freight on unsuitable routes, and parking outside unofficial areas. May work to improve levels of community cohesion by reducing any existing contention over these issues.

18. If the strategy practice is likely to have a negative effect what are the reasons for this?

Communities on the network but these are chosen because they are most suitable for the network.

EqIA of the freight strategy for LTP3	
19. What practical change will help reduce any adverse impact on particular groups?	n/a
20. What evidence is there that actions to address any negative impacts on one area of equality may affect other areas of equality or human rights?	n/a
21. What will be done to improve access to and take up of services or understanding of the policy strategy/function or procedure?	<ul style="list-style-type: none"> Information provision of the advisory network to encourage freight to use it. (Through signing mapping, adverts and a freight specific website) Area Boards act as a forum for issues relating to freight to raised by local people. Summary documents of the LTP3 and the Freight Strategy will be provided
22. Consideration of external contractor obligations and partnership working	<ul style="list-style-type: none"> The legal statutory contracting procedure will be completed for any procurement relating to freight which includes requirements for consideration of equality and diversity through the Post Qualification Questionnaire (PQQ). FQP – Provides forum for consultation with external bodies associated with freight and promotes partnership working.
23. Summarise your findings and given an overview of whether the strategy will meet the council's responsibilities in relation to equality and human rights.	<p>The assessments consider that the strategy does not impact adversely any particular equality groups. However, there is inequality in the negative impacts of the strategy on local freight businesses and communities that are located on the advisory freight route.</p> <p>However, the negative impact of freight on communities is mitigated against by the promotion of the advisory network and the provision of official parking areas for freight drivers.</p>
24. What practical actions do you recommend to reduce justify or remove any adverse impact?	n/a
25. How will the recommendations of this assessment be built into wider planning and review procedures?	Consultation for the LTP3 and through the FQP will be used to inform the final freight policies and strategies.
26. How will you monitor the impact and effectiveness of the strategy?	Freight LTP indicator
27. Give details of how the results of the impact assessment will be published	

EqlA of the freight strategy for LTP3

A summary document of the EqlA will be published in the main LTP3 document and the full version will also be published.



APPENDIX A: Equality consultees

Consultation was completed with:

- LTP stakeholder forum
- Community area consultation events
- Consultation issues paper
- Strategic accessibility planning partnership.
- Accessibility planning partners' forum
- Consultation with local strategic partnerships

Some of the most relevant equality groups included in the consultation are listed below:

Gender

- Wiltshire's federation of women's institutes

Age and disability

- Pensioners' voice
- U3A Devizes and district
- Wiltshire assembly of youth
- Age concern Wiltshire
- Young peoples' assembly
- U3A Marlborough
- U3A north Wiltshire
- Young persons council, Melksham
- Wiltshire scout group
- 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.
- Community first
- Marlborough and district link
- Chippenham wheelers
- Wiltshire and Swindon Community transport group
- Mencap
- Wiltshire people first
- Develop (enhancing community support)
- Wiltshire ambulance service
- Patient and public involvement health care forum, Salisbury
- Wiltshire centre for independent living
- CARE

Socio- economic needs

- Calne chamber of commerce
- Federation of small businesses, Salisbury
- Association of council tax payers, Salisbury
- Chamber of trading, Devizes

This document was published by Wiltshire Council Neighbourhood and Planning Department.
You can contact us in the following ways:

By telephone
01225 713458

By post
Sustainable Transport Group, Neighbourhood and Planning Department,
County Hall, Trowbridge, Wiltshire BA14 8JN

By email
transportplanning@wiltshire.gov.uk

Electronic version available at
<http://consult.wiltshire.gov.uk/portal>

Information about Wiltshire Council services can be made available on request in other languages including BSL and formats such as large print and audio.

Please contact the council by telephone 0300 456 0100,
by textphone 01225 712500,
or email customerservices@wiltshire.gov.uk