

## LTP3 Equality impact assessment form

Please use this form to record your findings, proposed actions, equality objectives and targets. Use the guidance notes to help you do the assessment or contact the Equality Standard Project Manager if you need some advice

### About the policy, practice, service or function you are assessing

Name of policy, practice, service or function: Third Local Transport Plan (LTP3)

Assessment team leader name: Rachel Harvey

Date of assessment:

Department responsible: Neighbourhoods

Service Area: Transport Planning

Other members of assessment team:

Name	Position	Area of expertise	Comments
Rachel Harvey	Transport Planning Group Manager	Service area manager/Assessment Team Leader	
Pam Thompson	Consultation Support Officer	Consultation, Equality & Diversity	
Catherine Martin	Transport Planning Projects Officer	Transport Planning, Project Coordination	
Derek Thompson	Secretary for 50 Plus Forum	50 plus representative	
Janet Warner	Member of the Disabled People's forum	Disabled persons representative	
Abdullah Mohammed	Member of the Minority Community Diversity Forum	Minorities representative	

Jennifer Lister	Transportation Technician	Transport Planning	
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<b>Question</b>	<b>Response/ findings</b>
<p>What are the main aims and objectives or purpose of the policy, practice, service or function that you are assessing?</p>	<p>The main aim of LTP3 is to provide a Transport Strategy for Derby for the next 15 years. The LTP is a statutory requirement of the Local Transport Act 2008. The LTP is a tool to help councils, their partners and their communities plan for transport in the way that best meets the needs of the local area. Five key National Transport Goals underpin the objectives of LTP3, to:</p> <ul style="list-style-type: none"> <li>• Support national economic competitiveness and growth, by delivering reliable and efficient transport networks</li> <li>• Reduce transports emissions of carbon dioxide and other greenhouse gases with the desired outcome of tackling climate change</li> <li>• 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.</li> <li>• Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society.</li> <li>• Improve quality of life for transport users and non transport users and non-transport users, and to promote a healthy natural environment.</li> </ul>
<p>Who implements, carries out or delivers the policy, practice, service or function? Please state where this is more than</p>	<p>The city council along with our partner organisations/ Stakeholders develop the policy and associated</p>

<p>one person, team, department, or body – and include any outside organisations who deliver under procurement arrangements</p>	<p>programmes. Officers across the council have direct responsibility for developing and implementing the different elements of the long term transport strategy. Some officers will be contributing indirectly to the LTP and their achievements are reported in increasing our progress reports to central government.</p> <p>We have a partnership with our Highways Maintenance Term contractor Carillion who are responsible for delivering a programme of physical improvements on site.</p> <p>We are in a Private Finance Initiative agreement with Balfour Beatty to provide street lighting across the council.</p>
<p><b>Question</b></p>	<p><b>Response/ findings</b></p>
<p>Who is affected by the policy, practice, service or function, or by how it is delivered? Such as, who are the external and internal customers, groups, or communities?</p>	<p>All residents, businesses, retailers and employees in Derby are affected by the policy and strategies contained in LTP3, which has been extensively consulted on, including with all three diversity forums. An EqlA scoping report was completed prior to the EqlA panel to ensure the entire population of Derby has been well represented and provided an opportunity for members to highlight any gaps.</p> <p>We have set up various groups and have attended a number of forums to engage with different sectors of the community who are affected by local transport issues including:</p> <ul style="list-style-type: none"> <li>• Consultation with statutory consultees</li> <li>• LTP3 Steering Group – consisting of stakeholders</li> </ul>

	<p>representing the public, private, community and voluntary sectors.</p> <ul style="list-style-type: none"> <li>• Neighbourhood Board Meetings – the LTP has been presented at neighbourhood boards attended by local councillors, residents, organisations and service providers to engage with local communities and seek their views on Derby’s transport network</li> <li>• Local Access Forums – We have presented the LTP at local access forums</li> <li>• Minority and Diversity Forums – We have presented the LTP at Minority Communities Diversity Forums, Gender and Sexuality Diversity Forums and Disabled Peoples Diversity Forum</li> <li>• Cycling Seminar and Derby Cycling Forum– We have worked together with cycling groups within Derby and have taken on board comments from Derby’s Cycling Seminar.</li> <li>• Scheme Consultation – In addition to statutory consultation requirements e.g. Traffic regulation orders; individual schemes are consulted on with affected and nearby residents through leaflets, exhibitions and public meetings. Comments have also been sought through questionnaires.</li> <li>• Other consultation via the internet e.g. online questionnaires.</li> </ul>
<p>What outcomes do we want to achieve, why and for whom? For example, what do you want to be providing, how well, what changes or improvements, and what should the benefits be for customers, groups or communities?</p>	<p>We are working towards our transport vision, which is to provide people living in Derby with viable travel choices and effective and sustainable travel networks.</p>

We have developed Derby's transport Goals to address local issues by adapting the emphasis of each of the national goals and placing them in the context of Derby. Derby's Transport Goals are:

- To support growth and economic competitiveness, by delivering reliable and efficient transport networks.
- To contribute to tackling climate change by developing and promoting low carbon travel choices.
- To contribute to better safety, security and health for all people in Derby by improving road safety , improving security on transport networks and promoting active travel.
- To provide and promote greater choice and equality of opportunity for all through the delivery and promotion of accessible walking, cycling and public transport networks, whilst maintaining appropriate access for all car users.
- To improve the quality of life for all people living, working or visiting Derby by promoting investment in transport that enhances the urban and natural environment and sense of place.

Residents, visitors, businesses and retailers should all benefit from transport improvements, as they contribute greatly to wider economic, environmental and regeneration outcomes, including sustainable and prosperous communities, personal security and safety, better quality streetscapes and public spaces and healthier communities.

<b>Question</b>	<b>Response/ findings</b>
<p>What existing or previous inspections of the policy, practice, service or function are there? For example, Best Value Inspections, policy reviews, research into the effects of a policy or practice.</p> <p>What did they tell you?</p>	<p>Our strategy has been informed by review of previous policy outlined within LTP3 and the assessment of the detailed evidence base contained in Derby's LTP3 Problems and Issues Working Paper and the Strategic Environmental Assessment Scoping Report, and through consultation with Derby diversity forums.</p>

### Identifying potential equality issues and factors

<b>Question</b>	<b>Response/ findings</b>
<p>What do you already know about the equality impact or need? For example, from research, feedback, consultation or any performance monitoring</p>	<p>Extensive research was undertaken as part of LTP2 (2006), modelling has been updated and reviewed as part of LTP3 development to assess the impacts of the policy or practice.</p> <p>An Equalities Impact Assessment scoping report identified that the following points needed to be taken into account during LTP3 development:</p> <ul style="list-style-type: none"> <li>• Derby's disabled population is spread relatively evenly throughout the city. Because of this, issues affecting this group should be tackled on a city wide basis.</li> <li>• Derby's gender ratio is similar to the national</li> </ul>

	<p>average so gender issues should also be addressed across the city as a whole.</p> <ul style="list-style-type: none"> <li>• We must ensure consultation includes representatives from each of the equality groups to ensure the LTP considers everyone's needs.</li> <li>• When publishing documents relating to the LTP it is important to ensure they are provided in a range of languages and formats to ensure all of Derby's residents are included in the development process.</li> <li>• Perceptions of personal safety on the transport network should be addressed as this can be seen as a barrier for both minority groups and women.</li> <li>• Ease of access to key services should be addressed to ensure our transport network meets the needs of all of Derby's residents.</li> <li>• Access to travel information has been identified as an issue for all groups of the population; the LTP3 should ensure travel information is readily available.</li> <li>• Research has shown that there are high proportions of ethnic minorities at Abbey, Arboretum and Normanton so information and education issues to benefit ethnic minorities might be best targeted at these areas.</li> </ul> <p>Derby has a high population of young people transport strategy development should be mindful of this and should aim to tackle issues that this group face such as access to schools and leisure facilities</p> <p>Consultation was carried out in July-September 2010 and</p>
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	<p>Nov 2010 – January 2011 to ascertain public views on LTP3. The results are documented within the LTP3 document.</p> <p>Our strategy has also been informed by a detailed evidence base contained in Derby's LTP3 Problems and Issues Working Paper and the Strategic Environmental Assessment Scoping Report, and through consultation with Derby diversity forums</p>
<b>Question</b>	<b>Response/ findings</b>
Is there any evidence of higher or lower take up under the policy or practice, or of the service or function for any particular groups? For example, who uses the service, who doesn't and why not?	N/A
Have there been any important demographic changes or trends locally? For example is the population changing, and if so, how and what might that mean for the service or function?	<p>Research from the EqIA scoping report found that Derby has a relatively young population with 48% of residents under the age of 35 compared to 45% across England and Wales. This could explain why the uptake of some modes of travel is more popular than others.</p> <p>The scoping report showed that Derby's population is composed of a rich mix of different nationalities and Derby has a significant disabled population that is relatively evenly disbursed across the city. LTP3 has been mindful of Derby's composition and we have endeavoured to ensure all groups feel included in the consultation process in order to highlight any particular transport needs.</p>
<b>Question</b>	<b>Response/ findings</b>

<p>Is there an indication that any of the policies or practices involved with the service or function creates particular problems or difficulties for any groups of customers or communities?</p>	<p>No problems have been identified following consultation. Significant levels of consultation were carried out at various stages in the LTP3's production prior to us finalising our long term transport strategy. Often, scheme design is altered to take account of the community's views and aspirations.</p> <p>Corporate prioritisations of resources may mean reducing resources that people previously relied upon for example:</p> <ul style="list-style-type: none"> <li>• Community transport</li> <li>• Discretionary transport subsidies and concessions</li> </ul> <p>All cabinet reports will take into consideration the EqIA.</p>
<p>What information or data exists? For example, statistics, customer feedback, complaints, research, monitoring – who keeps it and can you get hold of it?</p>	<p>As detailed above an EqIA scoping report was completed prior to the EqIA completion of this document. This document is available on our website. The final LTP3 document will also be accessible once it has been approved in March 2011. The document can be accessed via Derby City Councils Website.</p> <p>The Derby Area Transport Model (DATM) was used throughout the production of LTP3 which is able to model several different types of transport mode and assess how they interact with each other.</p> <p>Our strategy development process involved extensive testing of options before we selected the preferred strategy. LTP3 contains a monitoring schedule which will report on progress towards achieving key targets related directly to</p>

	the outcomes of the local goals and challenges. A variety of data is collected to inform these. Customer feedback is collected annually.
<b>Question</b>	<b>Response/ findings</b>
Does any equality or diversity objectives already exist? If so, what are they and what is current performance like against them?	<p>Our performance monitoring for LTP3 includes objectives and targets to measure how transport services perform for all groups and communities.</p> <p>The LTP2 progress report written in December 2008 informed the challenges and objectives set in LTP3. The latest LTP2 monitoring and performance showed that over the LTP2 period we achieved:</p> <ul style="list-style-type: none"> <li>• a reduction in inbound traffic flows in the peak period</li> <li>• a reduction in volume of traffic annually</li> <li>• an increase in bus patronage</li> <li>• an increase in cycling</li> <li>• reduced levels of NO2, PM10 and CO2</li> <li>• improved bus reliability</li> <li>• no increase in number of children travelling to school by car</li> <li>• improved accessibility for children with free school meals to primary school.</li> </ul> <p>However we have also experienced:</p> <ul style="list-style-type: none"> <li>• an increase in the number of people killed and seriously injured</li> <li>• an increase in the number of children killed and seriously injured</li> </ul>

	<ul style="list-style-type: none"> <li>• a deterioration in the condition of principal roads</li> <li>• a deterioration in the condition of non-principal unclassified roads</li> </ul> <p>LTP3 will include ambitious targets, clear trajectories and close monitoring of delivery.</p>
<p>Is the service having a positive or negative effect on particular people in the community, or particular groups or communities?</p>	<p>Transport measures included in LTP3 aim to have a positive effect and the outcomes of schemes contribute to a wide range of broader economic, social and environmental factors.</p>

## Collecting the information and data about how the policy, practice, service or function, impacts on communities

Please record your information and data in this table and think about:

- what information or data you will need
- using both quantitative and qualitative data
- making sure that where possible there is information that allows all perspectives to be considered
- identifying any gaps in the information/ data and what it can tell you

Data or information	When and how was it collected?	Where is it from?	What does it tell you? You need to consider all six equality strands where you can	Gaps in information
Customer feedback and complaints	<p>Through consultation undertaken throughout the LTP3 development process.</p> <p>This is ongoing and has involved letters, phone calls, anecdotal evidence through public consultation.</p>	General public, stakeholders, Community groups	What people would like with regard to transport in Derby. It allows all perspectives to be considered.	The Equality scoping report did not highlight any specific problems regarding accessibility specifically to Derby.

Data or information	When and how was it collected?	Where is it from?	What does it tell you? You need to consider all six equality strands where you can	Gaps in information
Consultation and community involvement	Public consultation undertaken in January – February 2010, July –September 2010 and November - January 2011. LTP Steering Group and wider reference group. Equality groups and Neighbourhood forums.	General Public, Stakeholders, Community Groups, Members	Allowed us to gauge public support/dissatisfaction with the proposals set out in LTP3. Informed us of what the public want/don't want. Provided assurances that people are acceptable of our short and long term transport strategy.	
Performance information including Best Value	Our monitoring strategy is provided within the document.	Locally set indicators were derived from consultation with key transport stakeholders	How well we are performing, whether we are on track or not to achieve LTP3 Goals. It tells us the uptake of service and whether some targets are failing, whether we should be reallocating resources to these areas to bring them back on track. Informs us whether measures requested in public consultation were subsequently implemented have been accepted and used often.	

Data or information	When and how was it collected?	Where is it from?	What does it tell you? You need to consider all six equality strands where you can	Gaps in information
Take up and usage data	Our monitoring strategy outlines when we shall be conducting LTP3 monitoring.	Data is collected from various officers within the council and key stakeholders.	This data helps us determine whether we are meeting our targets.	
Comparative information or data where no local information exists	We continue to benchmark ourselves to similar transport authorities and strive to share best practice where possible.	Local authorities in the East Midlands and beyond. Local government agencies, such as the Highway Agency can provide us with further statistical analysis.  Key stakeholders	The City Councils corporately collected information and that collected from other service areas, provides valuable data for some of our mandatory targets.	
Census, national or regional statistics	Statistics were collated from a range of sources for the development of the	Census data to determine car ownership and travel	Gave us the whole picture of the problems and opportunities in Derby, bearing in mind, national,	

Data or information	When and how was it collected?	Where is it from?	What does it tell you? You need to consider all six equality strands where you can	Gaps in information
	Derby Area Transport Study, and are continually being monitored. Census data also informed the EqlA scoping report. The NHT Public satisfaction survey data has also informed the LTP3.	modes/distance travelled.  Rail and bus companies for annual passenger volumes, compared with the cost of monitoring.	regional and local factors and what types of transport improvement could be made to contribute towards improving the economic, social and environment issues we face.	
Access audits or assessments such as DDA assessments	Access audits are performed for specific schemes, such as Connecting Derby during the LTP2 period, but not for LTP3 as a whole.			
Workforce profile	N/A			

<b>Data or information</b>	<b>When and how was it collected?</b>	<b>Where is it from?</b>	<b>What does it tell you? You need to consider all six equality strands where you can</b>	<b>Gaps in information</b>
Where service delivered under procurement arrangements – workforce profile for deliverers	N/A			

# Analysing the information and data and setting equality objectives and targets

Please give your detailed findings in this table

<b>Service or function</b>	<b>Policy or practice</b>	<b>Findings</b>	<b>Which groups are affected and how</b>	<b>Whose needs are not being met and how?</b>
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<b>Service or function</b>	<b>Policy or practice</b>	<b>Findings</b>	<b>Which groups are affected and how</b>	<b>Whose needs are not being met and how?</b>
Planning and Transportation	Derby City Council's Third Local Transport Plan (LTP3)	Although extensive consultation was carried out it was inevitable that the LTP would not reflect the needs of all groups. The scoping report revealed that Derby's population is composed of people from a variety of different groups that were often difficult to reach. We have endeavoured to circulate information to these groups through public consultation and attendance at minority and diversity forums.	<p>Young adults. Minority groups, eastern European groups, people with mental or learning disabilities and their careers. Homeless people and refugees, specific gay/lesbian LGBT groups.</p> <p>Some groups simply do not take up the offer to be consulted on transport improvements, or do not perceive a direct problem with the system at point of contact. Other groups are just harder to reach and we do not have established links by which means we can talk to them.</p>	As mentioned in previous column.

## Objectives - process, impact or outcome based

Please give your proposed objectives/ targets in this table

<b>Objective/Target:</b>	<b>Revisit and update current database of consultative bodies and groups, to ensure accurate record of community makeup in Derby</b>
Specific	Yes
Measurable	Yes, when completed
Achievable	Yes, good opportunity to review methods and do gap analysis
Relevant	Yes as LTP3 is about providing for the needs and aspirations of all residents and visitors to the Derby Joint LTP area.
Timed	LTP covers the time period 2011-2026, however scheme specific consultation is ongoing.

<b>Objective/Target:</b>	<b>Work with the Policy, Performance and Communications Division, to establish links with hard to reach groups, so that future policy and scheme specific consultation is effectively carried out</b>
Specific	Yes
Measurable	Yes, through user group satisfaction surveys
Achievable	Yes, but requires 'buy in' from all involved in carrying out consultation within Spatial and Transport Planning and Streetpride
Relevant	Yes, as it will provide a means for all officers to consult effectively and prevent any claims of exclusion
Timed	LTP covers the time period 2011-2026, however scheme specific consultation is ongoing.

<b>Objective/Target:</b>	
Specific	
Measurable	
Achievable	
Relevant	
Timed	

Other objectives as part of the performance management of LTP3 will continue to be monitored , including:

- Overall satisfaction with Highways and Transport (against local importance)
- Traffic Speeds AM peak
- Road Condition Principle Roads
- Road condition Non Principle Roads
- KSI Accident Rate
- People killed and seriously injured in road traffic accidents
- Bus punctuality
- % mode share by type
- Total carbon emissions from transport related sources in Derby
- NO2 levels

## Monitoring and reviewing - incorporating into performance management

Please summarise your objectives and targets in this table with your proposed monitoring and reporting arrangements

Objective	Planned action	Target performance			Responsible lead officer	Reporting cycle, for example, quarterly
		2009/10	2010/11	2011/12		
LTP3 needs to continue to consider the needs of all groups across the city					Senior responsible officer of LTP3	LTP3 may be reviewed as appropriate.