

Equality Impact Assessment (EIA)

Derby Joint Local Transport Plan: 2006- 2011, LTP2

Equality impact, needs and requirements 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: **Derby Joint Local Transport Plan: 2006-2011, LTP2**

Assessment team leader name: **Kully Raju**

Date of assessment: **7 September 2007**

Department responsible: **Regeneration and Community**

Service Area: **Highways and Transportation**

Other members of assessment team:

| Name | Position | Area of expertise | Comments |
|-----------------|---|---|---|
| Kully Raju | Transportation Engineer | Transport Policy | Policy writer and attended EIA training |
| Laura Simpson | Transportation Technician | Transport Policy and Performance Management | Policy writer |
| Michelle Spamer | Area Coordination Officer | Representing Area and Neighbourhood issues | Critical Friend, customer facing employee and attended EIA training |
| Peter Price | Head of Service – Transportation and Special Projects | Transport Policy | Decision Maker |
| Stuart Handley | Living Streets | Pedestrian association | Stakeholder and customer facing representative |

Introduction

The Derby Joint Local Transport Plan or LTP2 forms the transport strategy and implementation programme for Derby and the surrounding rural area. It covers the period 2006-2011 and was submitted to central government in March 2006. It has been produced jointly with Derbyshire County Council and in close liaison with three neighbouring District Councils.

The preparation of LTP2 was a major undertaking with Members, stakeholders and the public being involved at various stages. The central focus of our transport strategy is our transport vision:

‘to develop and maintain an integrated transport network which promotes safety and sustainability and contributes to creating a better quality of life for people living, working or visiting the Derby Joint LTP area’

We recognise that transport is a means to an end. People from all walks of life need transport to access basic services, including employment, education, health facilities shops and leisure. Transport is just one of many factors that contribute to the wider quality of people’s lives. LTP2 was developed to tie in closely with the objectives set in the councils’ corporate plans and community strategies, to ensure that it integrated into the community’s wider ambitions and priorities.

| Question | Response/ findings |
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What are the main aims and objectives or purpose of the policy, practice, service or function that you are assessing?

LTP2 was developed closely adhering to government guidance on delivering the shared priority for transport outcomes, including:

- tackling congestion
- delivering accessibility
- safer roads
- better air quality
- asset management.

LTP2 included a long term transport strategy to work towards addressing these outcomes, which comprises six main elements:

1. **land use policies** - focussing on putting developments in the right places
2. **smarter choices** – supporting and promoting measures to encourage people to make more sustainable and smarter transport choices
3. **local safety and accessibility improvements** – enhancing local areas, including district, neighbourhood and village centres with high quality walking, cycling and public transport routes
4. **strategic public transport improvements** – improving bus services on major routes into the city centre
5. **strategic traffic management and demand restraint** – making the best use of the existing road network, including managing roadworks, congestion hotspots and parking
6. **maintenance of transport infrastructure** – managing our assets, necessary maintenance work with minimum disruption to the network.

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| <p>Who implements, carries out or delivers the policy, practice, service or function? Please state where this is more than one person, team, department, or body – and include any outside organisations who deliver under procurement arrangements</p> | <p>The two councils along with our partner organisations develop the policy and associated programmes. Officers across the council have direct / specific responsibility for developing and implementing the different elements of the long term transport strategy. Some officers will be implementing other service areas, but do contribute indirectly to the LTP and their achievements are reported in our progress reports to central government. For example, the achievements of the Councils own vehicle fleet in Increasing the numbers of low emission vehicles contributes to improving air quality and reducing climate change.</p> <p>Transport consultants are often procured on short term contracts to deliver specific projects, such as feasibility studies for major scheme improvements and assessing the impact of new commercial developments on the existing road network.</p> <p>We have a partnership contract with our new Highways Maintenance Term Contractor, McAlpines, who are responsible for physical improvements on site, including carriageway and footway maintenance, safer routes to school measures, local safety schemes and traffic management schemes.</p> <p>Balfour Beattys have been procured to deliver the street lighting PFI project.</p> |
| <p>Question</p> | <p>Response/ findings</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?

All residents, businesses, retailers in the Derby Joint LTP area benefit from the policy and strategies contained in LTP2, which were extensively consulted on, including all three Diversity Forums.

Our implementation programme includes improvements to walking, cycling and public transport routes, which are made accessible to all. We have set up various groups and forums to engage with different sectors of the community:

- LTP Steering Group – consisting of stakeholders representing the public, private, community and voluntary sectors
- Accessibility Planning Forum – consisting of partners from education, employment, health and commercial developments, working together and pooling resources to provide high levels of accessibility to key services, particularly for vulnerable users and disadvantaged groups
- Strategic Bus Partnership - working with bus operators to ensure effective and efficient bus service provision, including measures to improve reliability and punctuality, bus stops and availability of information
- Scheme consultation – all individual schemes are consulted on with affected and nearby residents through leaflets, exhibitions and public meetings. Comments are sought through questionnaires.

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| <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 ultimately seeks to deliver a combination of measures that will restrain demand for car travel, but also increases travel choice by improving safety, accessibility and environmental conditions for pedestrians, cyclists and public transport users.</p> <p>LTP2 includes 10 overarching objectives that reflect national, regional and local cross cutting policies, which transport improvements will seek to address, including reducing casualties, promoting healthier travel choices, reducing the impact of transport on climate change and air quality and improving safety and security.</p> <p>Dependant on the levels of funding available will determine the level of infrastructure and improvements we can make.</p> <p>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.</p> |
| <p>Question</p> | <p>Response/ findings</p> |
| <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>A Strategic Environmental Assessment of LTP2 was carried out in July 2005 and submitted to central government alongside LTP2. It assessed the impact of the long term transport strategy on a range of environmental factors. This was also included in public and stakeholder consultation in October 2005, where over 50% of respondents believed that the measures included in LTP2 would bring about an acceptable level of change to the environment, given the likely levels of funding available.</p> <p>LTP2 is now providing a significant amount of evidence towards the Comprehensive Performance Assessment, in terms of high level achievements in transport, which contribute to sustainable, safer and stronger communities.</p> |

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| Identifying potential equality issues and factors | |
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| Question | Response/ findings |
| <p>What do you already know about the equality impact or need? For example, from research, feedback, consultation or any performance monitoring</p> | <p>Consultation was carried out in October 2004 and 2006 to ascertain public views on LTP2. Market research provided statistical information on the numbers and background of respondents, including BME, age, gender, car ownership, employment status etc. This enabled us to have a sufficiently robust sample on which to base transport policies which represented the needs and aspirations of the community.</p> <p>Our performance monitoring for LTP2 also includes objectives, targets and baselines to ensure transport measures are improving facilities for various groups and communities. For example, improving accessibility to school, health, education and employment, particularly for vulnerable users and disadvantaged communities, improving the footway and road network, so they are perceived easier to use, Best Value indicators for making public transport information accessible to more people and more pedestrian facilities for disabled people.</p> |
| Question | Response/ findings |

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| <p>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?</p> | <p>Early indications show a higher take up of cycling and public transport, where measures have been put in place which makes the journey more reliable, safer and enjoyable. We achieved a 19.6% increase in cycling trips, as a result of the increased cycle route network, facilities and training provided to all users, including children.</p> <p>Duffield Road bus lane has provided a 12 minute saving in the morning inbound journey for bus passengers which makes this a more attractive option for commuting.</p> |
| <p>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> | <p>Derby is part of the East Midlands 3Cities and 3Counties Growth Point, which includes plans for an additional 9,800 affordable homes in Derby by 2016. Regeneration projects and better public transport links to Leicester, Nottingham and the airport will also attract many new people to live and visit Derby. Significant growth is planned and will affect the existing transport network. This is an important demographic change coupled with the fact that traffic in Derby is forecast to grow at a rate greater than Nottingham and Leicester. Car ownership has also increased.</p> <p>This puts a strain on existing levels of funding for transport improvements, as more infrastructure is required to cope with levels of growth.</p> <p>LTP2 acknowledged this and made clear through the long term transport strategy what was required to tackle this and what could be achieved with different funding level scenarios.</p> |
| <p>Question</p> | <p>Response/ findings</p> |

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| <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>There is no indication that LTP2 in itself is causing any difficulties. Significant levels of consultation were carried out prior to the adoption as a key policy framework document. Scheme specific consultation is carried out, from installing / relocating bus stops to major road improvements to ensure all affected have a say in its implementation and what it should offer to the customer. Often, scheme design is altered to take account of the communities views and aspirations.</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>The Derby Area Transport Study, DATS and the Derby Area Transport Model, DATM, provide the extensive appraisal of existing / future transport problems and opportunities, related to economic, social and environmental factors. The ten overarching objectives and the long term transport strategy were devised on the basis of these findings. DATS provides us with a robust transport appraisal tool to quantify the impacts of our policies and strategies and transport schemes.</p> <p>Performance Management for LTP2 includes all baseline statistics, research and monitoring to enable us to report central government and corporate departments on progress / achievements to date. Public and stakeholder consultation / feedback on preparing LTP2 is also available and subsequent development and monitoring of strategies. This is all kept within the Transportation and Public Transport Group.</p> <p>Individual scheme consultation, feedback and complaints are kept with the responsible officers within the Highways and Transport Division. Details of petitions and Member Enquiries and our responses are kept with our Area and Neighbourhood Officer.</p> |
| <p>Question</p> | <p>Response/ findings</p> |

Does any equality or diversity objectives already exist?
If so, what are they and what is current performance like against them?

Our performance monitoring for LTP2 includes objectives, targets and baselines to ensure transport measures are improving facilities for all groups and communities. For example, improving accessibility to school, health, education and employment, particularly for vulnerable users and disadvantaged communities, improving the footway and road network, so they are perceived easier to use, Best Value indicators for making public transport information accessible to more people and more pedestrian facilities for disabled people. Current performance on all of these are good and on track to be achieved.

Is the service having a positive or negative effect on particular people in the community, or particular groups or communities?

Transport measures included in LTP2 aim to have a positive effect and the outcomes of schemes contribute to a wide range of broader economic, social and environmental factors. For example, Gold Card offers concessionary travel to over 60's and disabled people, plus discounts at a range of shops, restaurants and other retail outlets that are likely to be of interest to people in this age group.

Some schemes which are designed and consulted upon, can cause division in communities, when the scheme is deemed perhaps controversial, for example bus lanes or new junction improvements. Whilst these measures are working towards delivering the long term transport strategy, they can be perceived negative, as it is seen to benefit the minority. Where possible and depending on the nature of the scheme, we aim to provide a package of improvements for pedestrians, cyclists, public transport users and motorists and communicate the long term benefits of such a scheme in all our consultation material.

Roadworks associated with transport improvements may make some communities feel disrupted or excluded for a short term, but we aim to minimise this as much as possible through appropriate traffic management and constant communication with the neighbourhoods, highlighting the long term benefits that the improvements will bring about.

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 | Ongoing. Letters, phone calls, comments at public meetings, anecdotal evidence through public consultation. | General Public, Stakeholders, Community Groups | What makes people unhappy? Is it the lack of consultation, the actual physical measure, or the consequences to them personally. Occasional 'pat on the back' for making an improvement | |

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| <p>Consultation and community involvement</p> | <p>Public road show, consultation in October 2004 and 2005. LTP Steering Group and Wider Reference Group. Radio interviews and articles in local paper. Council Members, Advisory Committees</p> | <p>General Public, Stakeholders, Community Groups, Members</p> | <p>General views and acceptance for proposals set out in LTP2, subject to available levels of funding. Tells us what transport improvements people want / don't want. Provides assurance that people are acceptable of the broader outcomes of transport improvements, i.e. on the environment.</p> | |
| <p>Performance information including Best Value</p> | <p>LTP2 target baselines were devised in 2004/05, following government guidance. Following consultation, these were adopted in March 2006. These include mandatory, best value and locally set indicators, based on the needs and aspirations of the residents and visitors to the Derby Joint LTP area.</p> | <p>Department for Transport, Best Value, locally set indicators were derived from consultation with bus operators and other key stakeholders.</p> | <p>How well we are performing, whether we are on track or not to achieve. Tells us of take up of service. If some targets are failing, whether we should be reallocating resources to these areas to bring them back on track. Assures us that measures requested in public and stakeholder consultation were subsequently implemented have been accepted and used often.</p> | |

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| <p>Take up and usage data</p> | <p>Data for LTP2 Performance Management is constantly monitored for accuracy and for reporting requirements corporately and to central government</p> | <p>Data is collected from various officers within the Council and key stakeholders too.</p> | | |
| <p>Comparative information or data where no local information</p> | <p>We continue to benchmark ourselves to similar transport authorities and strive to share best practice where possible. Corporately collected data, i.e. Data Warehouse, Derby Pointer or Best Value Reviews</p> | <p>LA's in the east midlands region and beyond. Local government agencies, such as Highways Agency or east midlands development agency can provide us with further statistical analysis. Key stakeholders</p> | <p>The City Councils corporately collected information and that collected from other service areas, provides valuable data for some of our mandatory targets, for example, numbers of children in receipt of free school meals, which in turn, gives us an indication of the level of accessibility to schools for some disadvantaged groups. Similarly, information received from stakeholders on the numbers in receipt of Jobseekers allowance, helps us to determine levels of accessibility to employment. This way, we can determine the best use of our funding.</p> | |

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| <p>Census, national or regional statistics</p> | <p>Statistics were collated from a range of sources for the development of the Derby Area Transport Study, DATS during 2004/5 and continually being monitored.</p> | <p>National Road Traffic Survey to ascertain traffic growth and volume 1991 and 2001 census data to determine car ownership and travel modes / distance travelled Rail and bus companies for annual passenger volumes, compared with the cost of motoring</p> | <p>Gave us the whole picture of the problems and opportunities in Derby, bearing in mind, national, regional and local factors and what types of transport improvements could be made to contribute towards improving the economic, social and environment issues we face.</p> | |
| <p>Access audits or assessments such as DDA assessments</p> | <p>Access audits are performed for specific schemes, such as Connecting Derby, but not for LTP2 as a whole.</p> | | | |
| <p>Workforce profile</p> | <p>N/A</p> | | | |

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| <p>Where service delivered under procurement arrangements – workforce profile for deliverers</p> | <p>N/A, however, when public consultation was carried out in October 2004, market researchers were appointed who ensured that their field staff were appropriate for the communities that they were visiting.</p> | | <p>Interpreters and those able to provide sign language were made available in certain areas of the city. Female staff were asked to approach ethnic women and of all ages, as this would make them feel more comfortable, and enabled us to seek views from this hard to reach group.</p> | |
| <p>Monitoring and scrutiny outcomes</p> | <p>LTP2 is regularly assessed by central government to ensure that it is maximising value of its resources and continuing to meet the needs of local people.</p> | <p>Annual and regular consultation with Members and key stakeholders</p> | <p>Annual progress reports to central government demonstrate progress with performance management and key achievements in transport. We demonstrate the take up of these improvements and how it is making a real difference in the lives of people from various backgrounds and communities.</p> | |

Analysing the information and data and setting equality objectives and targets

Please give your detailed findings in this table

| Service or function | Policy or practice | Findings | Which groups are affected and how | Whose needs are not being met and how? |
|---------------------|---|--|---|--|
| N/A | Derby Joint Local Transport Plan: 2006-2011, LTP2 | Although extensive consultation was carried out prior to adoption and every effort was made to consult with all three Diversity Forums and hard to reach groups, it was inevitable that we would not reflect the needs of every group. Working with market researchers, they made it clear which groups of people were often difficult to reach / consult with. We managed to circulate information to some disabled groups, faith groups and sheltered housing accommodation. | <p>Young males, ethnic women, eastern european groups, people with mental or learning disabilities and their carers. homeless people and refugees, specific gay/lesbian 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

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| Objective/Target: | Revisit and update current database of consultative bodies and groups, to ensure accurate record of community makeup in Derby |
| Specific | Yes |
| Measurable | Yes, when completed |
| Achievable | Yes, good opportunity to review methods and do gap analysis |
| Relevant | Yes as LTP2 policy is about providing for the needs and aspirations of all residents and visitors to the Derby Joint LTP area. |
| Timed | LTP2 is the current policy and covers the timeframe 2006-2011, however scheme specific consultation is ongoing. Upcoming regional and local consultation on the potential for some form of road user charging does beg the need to ensure all current systems and processes for engaging with all people is readily available. |

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| Objective/Target: | Work with the Councils Communications and Consultation Unit, to establish links with hard to reach groups, so that future policy and scheme specific consultation is effectively carried out |
| Specific | Yes |
| Measurable | Yes, through user satisfaction surveys and respondent's profile |
| Achievable | Yes, but requires 'buy in' from all involved in carrying out consultation within the Highways and Transport Division |
| Relevant | Yes, as it will provide a means for all officers to consult effectively and prevent any claims of exclusion |
| Timed | LTP2 is the current policy and covers the timeframe 2006-2011, however scheme specific consultation is ongoing. |

Other objectives as part of the performance management for LTP2 will continue to be monitored, some of which are considered relevant to this EIA include:

- numbers of pedestrian crossings with facilities for disabled people
- user satisfaction and accessibility of public transport services and the footway network
- providing high levels of accessibility to key services, particularly for disadvantaged communities & vulnerable users

