Equalities Impact Assessment (EIA)

Scoping Report

Derby City Council Local Transport Plan 2011

June 2010

Introduction

The Race Relations Act 2000, the Disability Discrimination Act, 1995 and the new Disability Discrimination Act 2005 says that we **must** make sure that all our policies, practices, functions and services are fair and that none of them create barriers for particular racial groups of people or disabled people. This means we have to scrutinise what we do, how we do it and the decisions we make so that we do not create any barriers for people in equality groups. This legal duty also covers gender equality.

The above means it is a statutory requirement to produce an Equality Impact Assessment (EqIA) for the next Local Transport Plan (LTP3). As stated within the Local Transport Plan guidance from the Department for Transport:

'Working towards an early, evidence-based EQIA will help ensure LTP's address anti discrimination and equalities legislation and take account of the impacts the plan may have on the local community'

(Department for Transport July, 2009)

In order to ensure the LTPs Equality Impact Assessment is as well informed as possible it was decided a Scoping Report should be written. This scoping report aims to highlight any equality issues in the city that may be affected by LTP3, ensuring the EqIA considers the requirements of the entire community.

We welcome your comments on this document and the data contained in it. Any comments you make will be taken into account when we carry out the full EqIA of LTP3. It is important that we identify all the potential positive and negative impacts of the LTP on different groups of people across the city.

What are Equality Impact Assessments?

Equality Impact Assessments provide a structured way of looking at and examining the effects of a proposed or existing policy, practice, service or function on equality groups. They can be used to find out what may be wrong or what is working well by using evidence to identify problems. We can find ways of putting things right if needed, by talking and listening to and involving people in the community and people from equality groups. This will tell us what objectives and targets we need to set to put things right or improve things.

We will complete an EqIA to help ensure that the next Local Transport Plan considers and helps to tackle issues certain groups have with regard to transport. This scoping report identifies the areas and groups of people in Derby most likely to be impacted by transportation schemes and projects.

In accordance with the Department for Transport guidance local authorities have a duty to conduct an Equality Impact Assessment of the LTP. The DfT guidance states: 'Working towards evidence based EqIA is an integral part of devising an LTP' (Dft, Guidance on Local Transport Plans, July 2009)

What is a Scoping Report?

A scoping report is primarily an evidence collection and research exercise to identify problems to be considered in the Ltp before the Equality Impact Assessment begins.. Within the context of the EqIA for the Local Transport Plan it has involved conducting research into the various transport issues experienced by various equality groups before the EqIA is completed. This ensures the EqIA works towards tackling key equality issues fulfilling the requirements of relevant stakeholders.

We have conduct research examining the links between the following inequality groups and transportation and summarised the findings at the end of each section.

- Disability
- Race/Ethnicity
- Faith/Religion
- Gender
- Age
- Sexuality

Sources of evidence that will be used to inform LTP3 development include Census Data, Public Consultation, Minority and Diversity Forums and the Office for National Statistics.

This paper has been developed at the same time as our accessibility strategy. The two can be seen to work collaboratively towards the accumulation of a well informed Local Transport Plan.

Background Information

Derby City Council's spatial vision states:

'By 2020 Derby will be an attractive thriving, lively city of growth, opportunity and innovation for all. It will be recognised nationally and internationally as the UK's number one tech city underpinned by its portfolio of higher value, knowledge based employment. It will be recognised as a regional centre for tourism led by an international reputation for creativity in technology and art'

Derby City's Sustainable Communities' Strategy further states:

Our vision for 2020: Derby will be a place where people of all ages and from all walks of life will feel they belong to Derby and that Derby offers them everything they need – for work, education, housing, leisure and a safe and healthy lifestyle.

The vision contains 5 Key Ambitions that Derby will be a:

- City that builds a brighter future for children and young people who enjoy a healthy safe and happy childhood
- City of growth, opportunity and innovation, a thriving and attractive city for all, with an environment that we will sustain and protect for future generations
- City with stronger safer and cleaner communities where everyone feels safe and confident in their daily lives
- Significant cultural city that inspires, engages and celebrates diversity
- Healthy city where people enjoy long, healthy and independent lives

The Sustainable Communities Strategy is currently under review so the above is subject to changes. The LTP3 strategy will take the policies of the next SCS fully into account.

DfT's Guidance on Local Transport Plans states:

'Local Transport legislation has, since 2000, contained an obligation for local transport authorities to have regard to the transport needs of older people and people with mobility difficulties when developing transport plans and policies.

The Local Transport Act 2008 adds a new requirement to have regard to the needs of disabled people, both in developing and implementing plans. This broadens the scope of the transport legislation to bring it in line with the Discrimination Act 2005.'

Derby's Equality and Diversity Policy aims to:

- provide appropriate, accessible and effective services and facilities to all sections of the community, without prejudice or bias
- provide clear information about our services in a variety of formats such as large print, taped information, in Braille, on computer disk, in appropriate community languages
- provide interpreters in British sign language when communication with service users or them with us
- work in partnership with others to promote equalities and diversity

- do our best to include as many sections of the community as possible when we consult about services
- encourage and support people to participate in community life
- celebrate the variety of lifestyles and cultures in Derby
- do all we can to review and monitor our services to make sure they do not discriminate unfairly, and identify where we can improve
- make sure that we provide services that comply with relevant legislation and statutory codes of practice, such as the Sex Discrimination Act 1975, Race Relations Act 1976, Disability Discrimination Act 1995 and 2005, Human Rights Act 1998 and the Race Relations (Amendment) Act 2000
- continue developing good practice policies and procedures over and above that required by legislation
- work with others to provide an environment free from harassment and violence
- Act promptly if we receive any complaints about the way we provide services.

Equalities Act 2010

On 8th April the Equality Bill received Royal Assent and became the Equality Act 2010. It is expected to in force by October 2010. The Act brings disability, sex, race and other grounds of discrimination within one piece of legislation, and also makes changes to the law. When in force it will replace the Equal Pay Act 1970, Sex Discrimination Act 1975, Race Relations Act 1976, Disability Act 1995, Employment Equality Regulations 2003, and Employment Equality Regulations 2006.

It requires:

- Equal treatment in access to employment as well as private and public services, regardless of gender, race, disability, sexual orientation, belief and age.
- Large companies to publish the disparities of pay between men and women in their organisations
- Public bodies such as councils to prefer companies that it contracts out to have a positive record on equality matters

Whilst producing the next Local Transport Plan we must ensure we comply with the requirements of the Equalities Bill in order to ensure our practices do not discriminate any particular groups in our society.

The Local Transport Plan

The Local Transport Plan is the plan which sets out our strategy and proposals to improve the transport system in and around Derby from 2011. Derby City Council's

third Local Transport Plan will set out the city's long term transport strategy and the future investment in our transport system.

The transport system is guided and informed by 5 national goals

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desirable 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; and
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

The goals of the plan will help us to prioritise where money is spent across the transport system in future years. These could clearly have implications for certain groups of people or areas in the city, which is why the EqIA and background research displayed here is essential.

Baseline Information and Data

The following data provides some detailed information on the links between age, disability, gender, race, religion, sexual orientation and transport. This data should serve to highlight trends within these equality groups in both a national and local context, and highlight any gaps. As part of the scoping process consultees are asked to draw attention to any additional data gaps they may identify.

Disability

The Disabled People's Transport Advisory Service (DPTAS) published '**Attitudes of disabled people to public transport'** 2002. The following was noted:

- In many respects, the transport priorities of disabled people differ very little from the general population as a whole - wanting more frequent services, more comfortable services, lower cost services
- Improving disabled access is also a key priority
- Improving the attitudes of transport staff is a key priority and would encourage greater use of public transport
- Disabled people find taxis/minicabs the easiest mode of transport to use because of their flexibility but serious problems remain for some disabled people
- Rail services are the most difficult mode to use, with four in ten disabled people saying this
- Bus drivers are perceived to be the least customer sensitive from a list of transport staff
- Confirmed availability of wheelchair spaces is a key issue for wheelchair users

Source: DFT Statistics on disabled people's use of transport

Data showing number of people with limiting long term illness by Ward

Source: Census, 2001

Ward	People with a limiting long term illness
Abbey	2576
Allestree	2255
Alvaston	2803
Arboretum	3210
Blagreaves	2386
Boulton	2904
Chaddesden	2633
Chellaston	2289
Darley	2497
Derwent	2790
Littleover	1932
Mackworth	2787
Mickleover	2276
Normanton	2890
Oakwood	1642
Sinfin	2624
Spondon	2368

Issues and Challenges for LTP3

- Derby has a significant disabled population that is relatively evenly disbursed across the city
- Accessibility is a major issue for disabled people
- The attitude of bus drivers to disabled people needs to be addressed as this could hold the key to encouraging this group to use public transport.
- The consultation process should include those with disabilities.
- Whilst writing LTP3 we should review the availability of wheel chair spaces on public transport.

Questions for Consultees on Baseline Information

Are there any gaps in the data provided?

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

Is there any important equality data missing or misinterpreted?

Race/Ethnicity

The graph below shows that Derby's population is composed of a rich mix of different nationalities. It is vitally important to ensure the entire population feel included and are consulted in the LTP3 process. The research below should identify any data gaps and concerns of different nationalities to help inform Derby's LTP3 strategy development.

Derby Population Estimates by Ward 2007

Source: Derby Road Safety Partnership Profiles, 2007

In 1999 The Department for Transport commissioned Social Research Associates to carry out research into the transport requirements and the provision of public transport for minority ethnic and faith communities. They identified specific issues associated with minority and ethnic faiths and their use of the public transport system which included:

- Failure of public transport providers to establish satisfactory communications with ethnic and minority groups
- Minority ethnic and faith communities are often left out of consultation and customer care surveys because they are not selected to participate or because sample numbers are too small for analysis.
- Ethnic minorities are frequently dependent on public transport but are concerned about racist attacks and all aspects of personal safety on the transport network
- Some parts of the transport infrastructure do not reflect the needs of the local community sufficiently well. For example the positioning of bus stops and scheduling of bus routes and times often relates to out-dated patterns of

shopping, working and visits to religious buildings.

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

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

Issues and Challenges for LTP3

- Access to travel information in different languages is needed to ensure all groups are able to use transport services to their full potential.
- When publishing all public documents relating to the LTP3 and LTP3 draft it is important to ensure they are provided in a range of languages and formats.
- Perception of personal safety for minority groups on the transport network should be addressed as minority groups are frequent users of public transport.

Questions for Consultees on Baseline Information

Are there any gaps in the data provided?

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

Is there any important equality data missing or misinterpreted?

Faith/Religion

Derby has a rich cultural diversity. The following shows the mix of religions by ward area.

Mix of Religions by Ward

Source: Census, 2001
Issues and Challenges for LTP3

- Derby has significant ethnic populations in certain wards of the City it is important to ensure the LTP3 is mindful of this and ensures these groups feel included in the consultation process in order to highlight any particular transport needs
- The main issues associated with race/ethnicity and transport relate to perceptions of safety and fear of discrimination whilst travelling. Whilst developing LTP3 strategies we should consider what resources could be used to tackle such problems.
- Consultation exercises relating to LTP should include representatives from religious groups in order to highlight any particular needs.

Questions for Consultees on Baseline Information

Are there any gaps in the data provided?

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

Is there any important equality data missing or misinterpreted?

Gender

The Equalities Opportunities Commission published a report in 2005 promoting gender equality in transport which explored how the transport sector may need to respond to gender issues. The research points to persistent and costly problems caused by a transport system that prioritises men and perpetuates the social disadvantages faced by women. This research highlighted:

- Inadequate access for women to schools, shopping facilities and health care because of a) transport routes designed for traditional commuters (i.e. which run from suburbs to town centres) and b) prioritisation of services at peak-time commuter periods over daytime travel
- Difficulties of women taking up employment and training opportunities because of inappropriately timed and routed transport provision - women on low incomes are the worst affected
- Women's difficulties in accessing health care contribute to the significant costs to the NHS from missed appointments
- Negative impact on family health, as poor access to shops restricts access to healthy food
- Wasted investment of public money as core services are not properly accessible

- Reluctance on the part of women to travel at night due to safety concerns
- Vehicle design which hinders those with children or shipping.

Statistics on Gender and Transport

- Derby Population, Migration and Community Profile study found that Derby has a gender profile similar to the national profile 49.3% female, 50.7% male (Derby Community Safety Partnership April 2008)

- 'Despite women making far more trips men travelled much further'(Transport Trends 2009 (DfT)

- Overall, women made about 10 per cent of their journeys by public transport (men, 7 per cent). (Department for Transport -Public Transport Gender Audit 1991)

Issues and Challenges for LTP3

- Women's needs need to be considered when making decisions regarding public transport as they often experience difficulties when travelling with small children and luggage.
- Access to key services should be addressed to ensure our transport network meets the needs of all Derby's residents.
- Our research suggests access to health facilities should be analysed to ensure women can access key medical facilities such as Derby Royal Hospital.
- Safety is a concern for women using public transport LTP3 should target resources to enhance the feeling of security whilst using public transport.

Questions for Consultees on Baseline Information

Are there any gaps in the data provided?

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

Is there any important equality data missing or misinterpreted?

Age

Derby Population Profile 2007

Source: Derby Community Safety Partnership,2008

Derby has a relatively young population with 48% of residents estimated to be under the age of 35 compared to 45% across England and Wales. (Derby Community Safety Partnership 2008)

Transport trends 2009 (Department for Transport) found that:

'The average number of trips increased with age up until people reach their forties, after which it started to fall'

Derby has a large population of young people which indicates a relatively high proportion of trips generated in comparison with an older population. The city is a university town which will affect the type of trips made by people in the 18-22 age bracket, and the mode of travel.

Derby Resident Population Estimates 2007: All people by age and ward (Derby Community Safety Partnership)

The UK as a whole is under increasing pressure to accommodate an expected increasing elderly population it becomes important to consider the transport needs and requirements of the elderly. This section highlights some of the issues the elderly population have when travelling.

A study commissioned by the Department of the Environment, Transport and the regions (DETR) entitled 'Older People: Their transport needs and requirements' (1999) was conducted to gauge current and future transport needs, taking into account future demographic changes in England and Wales. Below is a summary of some of the reports findings:

- Transport provides an essential link to friends, family and the wider community a vital lifeline to maintaining independence. Lack of mobility can prevent older people from participating in social activities and lead to adverse health effects.
- Declining driving ability and financial constraint means that many motorists will have to adjust their driving practices and probably give up their car. A high proportion of the older population will be dependent on public transport.
- Evidence suggests older people will experience difficulties in using bus and rail services
- Poor access to travel information can deter potential users
- Lack of awareness, particularly awareness of special transport schemes like Dial-A-Ride and Shop Mobility can mean those with the greatest need fail to benefit from services that have been implemented to help them.
- Improvements in accessibility will go some way towards increasing the availability of public transport by better meeting the needs of older and disabled users with 'mainstream' transport.
- One of the most important recommendations is that transport planners and services take a more 'holistic' approach to address concerns associated with every element of the journey.

The Department for Transport's Mobility and Inclusion Unit commissioned a study to explore the importance of travel in young people's lives titled 'Young People and Transport: Their needs and requirements' (1999) some of the findings are summarised below:

- Regarding mode of transport until the age of 10 there is little difference between travel by boys and girls. Both make similar numbers of trips and travel mainly as car passengers. At the age children start secondary school car travel begins to decrease and boys are more likely to travel by bicycle.
- In some areas owning a car maybe the only viable way of getting to work/ college. This means those who cannot afford a car can be excluded and have fewer opportunities in terms of work and education.
- Young people seem to have information needs that weren't being met, including lack of information about fares, difficulties understanding timetables and lack of publicised warnings when services change.
- Young people reported that their parents restricted their cycling because they saw it as dangerous.
- For the young people that took part in this research, accessibility problems were largely related to access to leisure facilities.

Issues and Challenges for LTP3

- Access to travel information has been identified as an issue in both the older and young population. LTP3 should ensure improvements are made to ensure transport information is readily available for all.
- Consultation should include all age groups and the format should accommodate the needs of different age groups.
- Perception of poor safety seems to be frequently documented as creating a barrier to the use of public transport for both the old and young this will need to be addressed in LTP3.

- Community transport schemes to aid mobility for elderly people should be promoted to improve awareness.

Questions for Consultees on Baseline Information

Are there any gaps in the data provided?

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

Is there any important equality data missing or misinterpreted?

Sexuality

We found no research relating to the needs of people with different sexual orientations and transport; this may suggest there are not any issues associated with this group. Our consultation process aims to clarify this by involving relevant stakeholders.
Issues and Challenges for LTP3

- The research failed to identify any significant challenges this group face when travelling LTP3's consultation process aims to determine whether this assumption is correct.

Questions for Consultees on Baseline Information

Are there any gaps in the data provided?

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

Is there any important equality data missing or misinterpreted?

Equality Issues raised from Accessibility Research

Improving accessibility for vulnerable and disadvantaged groups was at the very heart of LTP2. The EqIA will be aligned with the Accessibility Strategy to ensure people from all groups in society do not feel marginalised in any way with regards to travel. LTP Guidance indicates that the local Equality Impact Assessment should help inform the LTP accessibility strategy.

Derby City Council has to date commissioned URS consultancy to conduct research

into how we progress with our Accessibility Strategy for LTP3. They have produced a scoping report that highlights key accessibility issues including:

- Access to the new Royal Derby Hospital site on the A516
- Decline in accessibility for secondary school pupils in receipt of free school meals
- Limited bus service to some areas of the City
- Quality of bus provision is not consistent within some areas of the City
- Access to employment and access for those who may not be able to travel due to limited mobility, cost and convenience.

List of Consultees

Engagement with a range of stakeholders during the development of LTP3 is vitally important. The stakeholders whom we will be consulting with most relevant to the issues of equality groups presented above are listed below:

Age Concern
Connections
Derby Community Network
Derby Community Safety Partnership
Derby and Derbyshire Local Access Forum
Disability Direct
Disabled Persons Advisory Committee
DCC
Mobilise-Disabled Drivers
Neighbourhood and Social Care
Partnerships Planning and Partnerships
Social Services
RNIB
RNID
Rural Accessibility Network
Shop Mobility
The AA Motoring Trust/IAM Motoring Trust
Wheels for All
Derby City Councils Gender and Sexuality Forum
Derby City Councils Disabled Persons Diversity Forum
Derby City Councils Minority Communities Diversity Forum

Summary of Findings

The main points resulting from the above to be considered during LTP3 development are listed below:

- 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.

- Derby's gender ratio is similar to the national average so gender issues should be also addressed across the city as a whole.

- We must ensure consultation includes representatives from each of the equality groups above to ensure the LTP3 considers everyone's needs.

- When publishing all public documents relating to LTP3 it is important to ensure they are provided in a range of languages and formats to ensure all of Derby's residents have an awareness and feel included in the LTP3 development process.

- Perceptions of personal safety on the transport network should be addressed as this can be seen to be a barrier for both minority groups and women.

- Ease of access to key services should be addressed to ensure our transport network meets the needs of all of Derby's residents.

- 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.

- The research above has shown that there are high proportions of ethnic minorities at Abbey, Arboretum and Normanton Wards so information and education issues to benefit ethnic minorities might be best targeted at these areas.

- Derby has a large 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.

Following the consultation on this scoping report the council will use the responses, policy guidelines and DfT guidance to complete a full EqIA of the Local Transport Plan.

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