

Impact Assessment template

Step 1: Screening for relevance

Name of a policy / procedure / function / project / decision:	Cheshire West and Chester Local Transport Plan 3
Directorate / Service:	Community and Environment
Date:	February 2011
Lead Officer:	Jamie Matthews
External Challenger:	
Other members of team undertaking Impact Assessment:	Jeanette Dodd

Main aims, purpose and outcomes and how does it fit in with the wider aims of the organisation:

The Local Transport Plan (LTP3) is transport strategy setting out transport priorities for the period 2011 to 2026 and delivery programme for 2011/12 to 2013/14. It is a statutory document, one of the Council's four core strategy documents. It will impact on the preparation of the Local Development Framework and is one of the route maps being followed to deliver the visions set out in West Cheshire's Sustainable Community Strategy.

Central to LTP3 are the wider aims of the Council: to provide high quality services to the public in a joined-up and efficient manner; to deliver services and information in an accessible way; and, to work more locally with communities and partners.

Applying the EqIA to LTP3 transport strategy will ensure that services are delivered in a fair and equal way and do not impact negatively upon different communities, especially those who typically experience discrimination or social exclusion. This is reflected in the Equality and Diversity section of the Council's Corporate Plan which pledges to: ensure that the design, delivery and commissioning of services are fair, equitable and accessible; and, enhance community cohesion and promote equal life chances for all.

The LTP policy background provides important context for the EqIA as it is imperative that developments in transport planning meet wider local and national objectives to reduce social inequalities and maximise equality of opportunity. The role that transport can play in helping to tackle social exclusion and inequality is well recognised; one of the DfT's strategic objectives is for transport to, 'promote a greater equality of opportunity for all citizens, with the desired outcome to achieve a fairer society'.

Is the above relevant to equality and diversity?

Yes No

Exit the process if you answered No to all of the above questions, otherwise please continue.

Step 2: Scoping

What do you already know about the policy (decision etc), what are the main issues you need to consider:

Target group / area	Main issues	Evidence and data currently available	Consultation / involvement carried out	Further information needed to undertake the assessment
Race and Ethnicity	<p>Timetables and the provision of information can be inaccessible to groups whose first language is not English.</p> <p>Ethnic groups form a high proportion of the users of cycling, walking and public transport.</p>	DfT – mobility in adulthood: General findings, low income, ethnicity and rural communities (2008).	<p>Yes – Via all bodies signed up to CWaC compact.</p> <p>Third Sector Assembly used for consultation exercise.</p>	
Disability	<p>Disabled people travel a third less often than non disabled people.</p> <p>Disability can severely impair mobility and accessibility to a range of activities and key services. A high proportion of disabled people are unable to independently travel or make use of passenger transport.</p> <p>Research has shown that transport is an area where disabled people can experience disadvantage and this presents additional barriers to gaining employment. Barriers include difficulty in accessing vehicles, infrastructure and information (e.g. timetables can be over-complicated to understand for those with learning difficulties). Disabled people’s overall experience of transport is also often of a lower quality than average.</p>	<p>Transport Advisory Committee Study on the attitudes of disabled people to public transport (2002).</p> <p>DfT Study – Disability & Transport – difficulties faced by disabled people.</p> <p>Regional Spatial Strategy for the North West, Government Office for the North West (2008): ‘Regional Spatial Strategy to 2021’.</p> <p>Disabled Persons Transport Advisory Committee (DPTAC)</p>	<p>Yes – Via all bodies signed up to CWaC compact.</p> <p>Third Sector Assembly used for consultation exercise.</p>	<p>Yes - Additional face to face meetings with specific groups, for example, Chester Accessibility Action Group and RNIB North West.</p>

What do you already know about the policy (decision etc), what are the main issues you need to consider:				
Target group / area	Main issues	Evidence and data currently available	Consultation / involvement carried out	Further information needed to undertake the assessment
Gender / Gender reassignment	<p>Men more likely to travel for work purposes.</p> <p>Women make more social and personal business trips.</p> <p>Women generally have a lower level of access to cars than men and in 2005, the proportion of females holding a full car driving licence was 63%, compared with 81% of men.</p> <p>Cycling and walking are popular modes of transport for women - in particular women make more walking trips than men. Women's reliance on public transport is generally far higher than that of their male counterparts: women are more likely to travel by bus.</p> <p>Women tend to express more personal safety concerns regarding public transport use and making pedestrian journeys than men; this is particularly so at night, where fear of crime is a significant travel deterrent.</p>	<p>DfT report - Gendered Mobility: Women, men and transport – gender disparity & accessibility.</p> <p>Department for Transport (2009): 'Women and public transport: the checklist'</p>	<p>Yes – Via all bodies signed up to CWaC compact. Third Sector Assembly used for consultation exercise. see above</p>	No
Religion and belief	<p>Considerable overlap with issues relating to race and ethnicity – see below above?. Otherwise, it is considered that faith does not act as a barrier to accessibility or mobility.</p>	<p>DfT – mobility in adulthood: General findings, low income, ethnicity and rural communities (2008).</p>	<p>Yes – Via all bodies signed up to CWaC compact. Third Sector Assembly used for consultation exercise.</p>	No

What do you already know about the policy (decision etc), what are the main issues you need to consider:				
Target group / area	Main issues	Evidence and data currently available	Consultation / involvement carried out	Further information needed to undertake the assessment
Sexual orientation	<p>It is not considered that sexual orientation acts as a barrier to accessibility or mobility.</p> <p>However, the majority of equality groups express concerns over personal safety when using public transport.</p>	<p>No known data or research into transport needs and sexual orientation.</p> <p>Department for Transport (2006): 'Personal Security Issues in Pedestrian Journeys'</p>	<p>Yes – Via all bodies signed up to CWaC compact.</p> <p>Third Sector Assembly used for consultation exercise.</p>	<p>Yes - Additional meetings with specific groups as part of NW access forum.</p>
<p>Age</p> <p>Children and young people Adults Younger older people Older older people</p>	<p>Specific accessibility and mobility needs of under 17s noted. Many younger people too do not drive due to their age, and due to the cost of running a car.</p> <p>Some young people (and parents of young people) have safety concerns regarding public transport, which limits their travel options.</p> <p>Needs of ageing population. Increasing numbers of people may find that personal mobility may be limited due to medical issues. Many older people cannot drive due to age-related health conditions, or choose not to due to the cost of keeping a car on the road</p> <p>Older people experience higher health inequalities.</p> <p>Older people also have an increased fear of crime and consider poorly-lit routes to be security risks.</p>	<p>Department for Transport (2006): 'Personal Security Issues in Pedestrian Journeys'</p> <p>DfT report – 'Understanding the travel needs, behaviour and aspirations of people later in life'.</p> <p>Department for Transport: 'Older People: Their Transport Needs and Requirements. Summary Report'</p> <p>Department for Transport (2006): 'Personal Security Issues in Pedestrian Journeys'</p>	<p>Yes – Via all bodies signed up to CWaC compact.</p> <p>Third Sector Assembly used for consultation exercise.</p>	<p>Yes - Additional face to face meetings with specific groups including Age UK and Youth Senate.</p>

What do you already know about the policy (decision etc), what are the main issues you need to consider:				
Target group / area	Main issues	Evidence and data currently available	Consultation / involvement carried out	Further information needed to undertake the assessment
Rural communities	<p>Higher than average car ownership and use in rural areas.</p> <p>Significant problems for those without ready access to car due to poor bus networks.</p> <p>Rural consultees felt that services are not currently routed to ensure accessibility and many stops are not located in the most convenient places.</p>	<p>CWaC Area Profiles.</p> <p>CWaC Accessibility Strategy.</p>	Y/N	Yes - Additional face to face meetings with specific groups including Parish Councils and Rural Partnership.
Areas of deprivation	<p>Lower than average levels of car ownership, and a higher reliance on public transport. People from areas of deprivation make far greater use of public transport than other sections of the general public</p> <p>Lower travel horizons.</p> <p>People from low-income, deprived or workless backgrounds (which include higher proportions of people from ethnic groups, greater numbers of younger people and single parents, often women) are not always in a position to take employment that was available due to lack of accessibility.</p> <p>Other factors remain critical issues.</p>	<p>CWaC Area Profiles.</p> <p>CWaC Accessibility Strategy.</p>	Y/N	No

Step 3: Assessing impact and strengthening the policy

Target group / area	Is the policy likely to have an adverse impact on any of the groups? If yes please comment	Are there any particularly positive impacts of the policy (function etc.) on any of the groups you would like to highlight?	Please rate the impact taking into account any measures already in place to reduce the potential impact highlighted in the previous column.			Future actions that may need to take place to further reduce the impact.
			High	Medium	Low	
Race and Ethnicity	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.	<p>Opportunities through second round of consultation may help to build community cohesion. This may identify further issues to be considered.</p> <p>Ethnic groups are disproportionately reliant on public transport and are therefore likely to be key beneficiaries of public transport improvements.</p>		X		Need to ensure that documentation and travel information is available in other languages on request.
Disability	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.	<p>Need to ensure that documentation and travel information is available in other formats on request.</p> <p>As the car remains an important mode of transport for many disabled people, improvements to traffic and congestion are likely to produce positive benefits for those disabled people who continue to use private transport.</p> <p>Improvements to the provision of ticketing and information which include improvements to timetable</p>	X			LTP seeks to improve access and promote inclusion. It will set out longer term approach for removing physical barriers to mobility. In particular, pedestrian facilities are central to enabling disabled people to participate fully in social, cultural and economic life. A focus on safe, step-free pedestrian access would ensure that disabled people are not excluded from services and facilities.

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Disability Cont'd	Promoting cycling is unlikely to have any benefits for people with mobility problems, who are unlikely to use this mode of transport. As such, this group stand to be indirectly disadvantaged by actions to promote walking and cycling if funding is diverted away from other measures.	provision and design would positively impact on this group. LTP3 recognises that disabled users may not have the same range of travel choices available or be unable to use alternative modes.				Second round of consultation may help pick up additional issues. Travel information and documentation needs to be available in alternative formats on request, including application forms for the Concessionary Fares Scheme (should be accessible to blind and visually impaired people).
Gender / Gender reassignment	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.	Policies to support passenger transport and meet the needs of those without regular access to cars.		X		

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			High	Medium	Low	
Religion and belief	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.				X	
Sexual orientation <i>(includes heterosexual, lesbian, gay, bi-sexual)</i>	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.				X	

Target group / area	Is the policy likely to have an adverse impact on any of the groups? If yes please comment	Are there any particularly positive impacts of the policy (function etc.) on any of the groups you would like to highlight?	Please rate the impact taking into account any measures already in place to reduce the potential impact highlighted in the previous column.			Future actions that may need to take place to further reduce the impact.
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Age Children and young people	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.	Promoting walking and cycling to tackle child obesity. All cycling initiatives will have the greatest positive impact on young people. (those aged between 11 and 16 make more cycling trips than any other age bracket). LTP includes targeted measures to reduce child KSI, such as the expansion of low speed zones, (which tend to be placed in residential areas/near schools where there is a higher proportion of children), road safety education and awareness and safer routes to schools.	X			Focus on travel needs of under 17s (includes access to education and training). Need to be aware that younger people may not have full range of travel options available to them or be able to change travel behaviour. More integration of cycle facilities, such as the provision of cycle parking facilities at bus and rail stations and carriage of cycles on trains are likely to benefit young people who cycle.
Adults	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.	Economic well-being: Improving access to facilities will support local business and help enable support vibrant communities.			X	Ensuring the design for residential streets as safe and friendly environments for people and play rather than cars is likely to benefit families with children and young people. The Manual for Streets aims to reduce the impact of traffic and prioritise the needs to pedestrians, cyclists and public transport. It would, therefore, be of positive benefit to all people who use these modes of transport.

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			High	Medium	Low	
Younger older people	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.	Improving access to healthcare is likely to benefit this group.			X	
Older older people	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.	Benefits of accessibility, passenger transport, concessionary fares etc. Improving access to healthcare is likely to benefit this group.	X			

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			High	Medium	Low		
Rural communities Service availability (access)	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.	Improved cycling facilities may improve the accessibility of rural communities to a wider area, DfT (2007): 'Cycling: personal travel fact sheet'		X			
Cost of service delivery and costs to community to access the service	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.			X			
Impact on quality and character of							

Target group / area	Is the policy likely to have an adverse impact on any of the groups? If yes please comment	Are there any particularly positive impacts of the policy (function etc.) on any of the groups you would like to highlight?	Please rate the impact taking into account any measures already in place to reduce the potential impact highlighted in the previous column.			Future actions that may need to take place to further reduce the impact.
			High	Medium	Low	
the natural rural landscape and residents					X	
Impact on people wishing to visit the countryside					X	LTP subject to Strategic Environmental assessment. Specific issues will be pickled up as part of this assessment.
Areas of deprivation	Critical issue will be potential failure to deliver on policy proposals. The impact of the CSR cannot be over looked and is likely to have a detrimental impact on all groups listed here as spending levels will be significantly lower than in previous years. Cuts, particularly to passenger and specialist transport services, will impact most on the disadvantaged and low income groups.	Supporting cycling, walking and public transport has the potential to benefit this group, who already comprise a high proportion of the users of these modes of transport. Reducing congestion in urban centres is likely to positively impact on air quality in these areas, particularly those groups who are more likely to suffer from respiratory illnesses such as asthma (older, younger and disabled people) and therefore stand to experience health benefits from reduced traffic levels. It should, however, be noted that members of social groups covered by this EqIA tend to have lower levels of car ownership than other sections of the general public.	X			
Human rights	N/A		No Rating Needed			

Step 4: Health and wellbeing

	Race and Ethnicity	Disability	Gender / Gender reassignment	Religion and belief	Sexual orientation	Rural communities	Areas of deprivation	Age
Is the policy (function etc.) likely to have the potential to impact on human health (pls. comment). If yes please specify.	The LTP contains draft policies relating to encouraging more active modes of travel in order to promote and improve health and encourage sustainable access to leisure activities. These are broad, generic policies and apply equally to the categories listed above, Likewise, policies to address localised air quality problems, removing physical barriers to mobility and minimising problems arising from noise.							
Will there be a significant impact on any of the following lifestyle related variables? Pls. comment	Physical activity- LTP policies promote active and healthy modes of transport.							
	Smoking, Drugs or alcohol use - Road safety education campaigns target drink and drug driving.							
	Sexual behaviour- n/a							
	Accidents and stress at home or work - Comprehensive road safety policy options included in draft strategy.							
	Diet- LTP policies promote improved accessibility to various goods and services, including fresh food.							
Is there likely to be a significant demand on any of the following health and social care services?	Social services Primary care - n/a							
	Community services - Community Transport needs addressed within draft policies.							
	Primary / hospital care/ A&E / Need for medicines etc. - n/a							

Step 5: Procurement and partnership

Is this project due to be carried out wholly or partly by contractors?	Y / N	Yes – elements of LTP delivery delivered by Term Maintenance partner and sub-contractors. Significant number of passenger transport services provided by tendered contracts.
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If yes, what steps did you take to ensure that any partner organisation you work with complies with equality and human rights legislation, specifically in relation to:	Issues set out below will only be addressed if they are included in CWaC procurement terms and conditions.
<ul style="list-style-type: none"> tendering and specifications 	N/A
<ul style="list-style-type: none"> awards process 	N/A
<ul style="list-style-type: none"> contract clauses 	N/A
<ul style="list-style-type: none"> monitoring and performance measures 	N/A

Step 6: Making a decision and actions

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

Reflect these actions in the E&D part of the Directorate Business plans.

Action	Lead Officer	Deadline
<p>Further consultation. Implementation of the LTP3 would benefit from further consultation with specific equality groups over specific delivery proposals and actions to ensure equality of outcomes are maximised as interventions are taken forward.</p> <p>Future Equality Impact Assessments of specific interventions could help to guard against any unintentional adverse consequences.</p>	Jamie Matthews	Ongoing

Step 7: Monitoring and review

How will you monitor the impact and effectiveness of this policy (function etc.)?	Progress reviews will be undertaken at regular intervals during lifetime of LTP3.
Next review of the policy (function etc.)	Not yet confirmed.

Step 8: Signing off; Overview and Scrutiny involvement; Publishing

Lead Officer:		
Approved by Head of Service:		
Overview and Scrutiny involvement		
Date:		
Comments / Actions emerging from challenge session	Lead Officer	Deadline

All Impact Assessments are publicly available from a designated area of the Council’s website. Please forward the completed EIA to the Equality and Diversity Managers for publishing.