

Equality Impact Assessment

Name of Initiative, Policy or Project	Third Hampshire Local Transport Plan (LTP3)
Department	Environment
Names of people completing assessment	Geoff Hobbs
Date	04 February 2011
<p>A front line or direct service is highly likely to have an impact on different communities. An infrastructure service may have an indirect impact. You need to use your professional knowledge to decide if you know enough about the different customer or staff groups which might be affected. These prompts will assist you to decide if you need to do an impact assessment.</p>	
Describe main purpose of Initiative, Policy, Project	<p>The County Council has produced a single LTP for Hampshire. The LTP is in two parts:</p> <ul style="list-style-type: none"> (a) a 20-year strategy setting out a long-term vision, 17 county-wide transport priorities and policy objectives, the wider local and policy context and three geographically-based local area strategies; and (b) a three-year 'implementation plan' setting out planned levels of expenditure on transport against a number of categories, utilising all available sources of funding. <p>The LTP3 will be published to the Hampshire County Council website by 1 April 2011. The LTP will:</p> <ul style="list-style-type: none"> (i) set out the County Council's transport policies and their relationship with national and local policy objectives within a concise single document; (ii) take into account an increasing emphasis on highway maintenance, the need to support Hampshire's economy, emerging Local Development Framework (LDF) priorities, sustainability and the worsening public finance outlook (although the long-term nature of the strategy will look beyond this period of financial constraint); (iii) be a corporate document, relevant to Hampshire, but meeting Government expectations on content; and (iv) set out a programme of schemes to be delivered over the three year period to March 2014.
What are the main activities?	<p>Consultation on draft Plan - As part of the LTP3 development process, the County Council carried out formal 12-week consultation on a draft LTP3 Strategy, between July and September 2010, with partners, stakeholders, local residents and other interested parties. The published consultation material set a long-term vision, 17 county-wide transport priorities and policy objectives, the wider local and policy context and three geographically-based local area strategies. A consultation strategy was developed to seek to raise awareness (through press releases, coverage in County Council publications, presentations and stakeholder events). After the consultation closed, all comments received were logged and a summary of results of the consultation was published on the website, including a document setting out a view on all main points raised by respondents, and what changes had been made to the draft LTP in light of these comments.</p> <p>Transport Priorities for Hampshire – Chapter 2 of the LTP sets out 3 priorities and 14 policy objectives for the Plan, where investment will be focussed in order to deliver improved transport services. These are:</p> <p>Main Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire;</p> <p>Main Priority 2: Provide a safe, well-maintained, and more resilient road network in Hampshire, as the basic transport</p>

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	<p>infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction;</p> <p>Main Priority 3: Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, and thereby supporting the efficient and sustainable movement of people and goods.</p> <p>The 14 Policy objectives seek to improve road safety, improve management of parking, support development of new technologies, grow bus and train travel, support community transport, ensure provision of home-to-school transport, improve integration between modes, enhance streetscapes and the public realm, tackle air pollution hotspots, reduce the need to travel, encourage the use of sustainable modes of transport, develop bus rapid transit networks, and ensure that transport strategies are developed for areas of planned growth.</p> <p>Three-year Implementation Plan – This sets out a costed programme of transport improvements. The three core activities for planned investment are highway maintenance, road safety and concessionary fares.</p>
Who is intended to benefit?	All users of the transport network across Hampshire and beyond (for example cross-boundary travel and longer-distance movements accessing the three International Gateways in South Hampshire).
<p>Based on existing knowledge and information use the following checklist to decide what the impact might be on different groups and whether a more detailed impact assessment is required. Identify and summarise the data used in the grid below.</p> <p>Further guidance on 1. equality groups 2. data sources</p>	

These different customer groups are more likely to be excluded.	Do you know about the breakdown of people who use your services compared to the community profile?	Will some people be unable to use or benefit from this service?	If any groups are disadvantaged is this likely to be unlawful?	How could the initiative improve equality of access?
<p>Age</p> <p>Children, young people, young parents, older or retired people</p>	<p>http://www3.hants.gov.uk/market-research</p> <p>Older Persons Survey (Summer 2003)</p> <p>http://www3.hants.gov.uk/communications/market-research/older_persons_survey_2003.htm</p> <p>The Youth Strategy, 2005</p> <p>http://www3.hants.gov.uk/communications/market-research/youth-strategy.htm</p> <p>http://intranet.hants.gov.uk</p>	<ul style="list-style-type: none"> • Those without the use of a car have difficulty accessing some destinations such as retail parks, health facilities and opportunities for recreation. • Due to distance from bus routes or lack of accessible vehicles, older people who live in more isolated communities (with mobility difficulties) are in some cases excluded from being able to use public and community transport services. • Various age groups in some cases have limited awareness of the travel options open to them due to not knowing how to access travel/ journey information. • In some cases children may not be eligible for 	No	<p>The LTP3 ‘strategy’ provides a long-term approach to improving transport (through the three priorities and 14 policy objectives described above). Delivery of progress towards these which will support the following outcomes:</p> <ul style="list-style-type: none"> - improved independence for children and older people - improved accessibility to services through improved public and community transport services and information - improved health and wellbeing - improved quality of life - safer roads for all

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	/hantsfacts.htm Transport Trends 2010	home to school transport services if they fall outside criteria. <ul style="list-style-type: none"> Where schools do not have a travel plan, children may not see investment in safer routes to schools. 		
Disabled People Mobility, sight, hearing, speech and language disability or difficulty, mental health /distress	http://www3.hants.gov.uk/market-research http://intranet.hants.gov.uk/hantsfacts.htm Transport Trends 2010	<ul style="list-style-type: none"> Those without the use of a car, (for example those with visual impairments) have difficulty accessing some destinations such as retail parks, health facilities and opportunities for recreation. Due to distance from bus routes or lack of accessible vehicles, mobility impaired people who live in more isolated communities are in some cases excluded from being able to use public and community transport services. In some cases, people with learning disabilities are unable to independently use mainstream public transport services. Various people with physical or learning disabilities in some cases have limited awareness of the travel options open to them due to not knowing how to access travel/ journey information. Technology in isolated communities in some cases does not support home working (for example lack of reliable broadband services) High traffic volumes or lack of suitable pedestrian facilities (for example tactile paving, and safe crossing points) can restrict accessibility and movement for people with mobility impairments. 	No	The LTP3 'strategy' provides a long-term approach to transport which includes provision of targeted advice, help and support for those with disabilities that will help achieve the following outcomes: <ul style="list-style-type: none"> - improved independence and access to services for people with disabilities (for example operating the concessionary fares scheme for disabled people, and supporting the voluntary sector in delivering community transport services, encouraging provision of high speed broadband to support home working) - improved wellbeing (through access to social networks and the countryside) - improved quality of life - safer roads for all (including vulnerable road users) An easy read version of the LTP3 strategy has been produced.

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<p>Faith</p> <p>Communities or individuals with different religions or beliefs</p>	<p>http://www3.hants.gov.uk/market-research</p> <p>http://intranet.hants.gov.uk/hantsfacts.htm</p>	<ul style="list-style-type: none"> All major religions are catered for but there may be some lesser known beliefs held by individuals or small communities for which there is no specific target service. These individuals will still be supported to access the main transport services provided by the County Council, public transport operators and partners. 	<p>No</p>	<p>Consideration of different needs of faith groups through consultation with Members and key community representatives takes place at the individual scheme design stage. This approach enables the needs of particular faith groups to be identified. This will help foster community cohesion.</p>
<p>Gender</p> <p>Women, Men, boys, girls, carers (of children, disabled or older people) & Transgender</p>	<p>http://www3.hants.gov.uk/market-research</p> <p>http://intranet.hants.gov.uk/hantsfacts.htm</p>	<ul style="list-style-type: none"> Highway design can influence the travel behaviour of men and women in different ways. For example, poor quality street lighting and lack of travel information at bus stops can increase feelings of vulnerability and result in reduced sense of personal security. 	<p>No</p>	<p>The way men and women use public space, transport and their perception of crime will be considered through the planning process. Provision of high quality bus information (via real time displays, mobile phones and the web) and ensuring that bus stops are located in places with good natural surveillance can improve feelings of personal security.</p>
<p>Race</p> <p>Black and minority ethnic individuals and communities, gypsies and travellers, migrant workers</p>	<p>http://www3.hants.gov.uk/market-research</p> <p>Research among 'hard-to-reach' groups (March 2001)</p> <p>http://www3.hants.gov.uk/communications/market-research/research_among_hard_to_reach_groups.htm</p> <p>Quality of Life for Minority and Ethnic People in Hampshire, 2006</p> <p>http://www3.hants.gov.uk/communications/market-research/quality-of-life.htm</p>	<ul style="list-style-type: none"> There is limited data available on how race can affect access to transport services. Travel information tends to be provided in English. This could cause difficulties for those for whom English is not their first language. 	<p>No</p>	<p>Below the level of the LTP3 Strategy, consultation with local communities at the individual scheme design stage will identify the needs of people from varied ethnic backgrounds. Consideration of different needs of different ethnic groups will create more community cohesion.</p>

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Gay, Lesbian, Bisexual	http://www3.hants.gov.uk/market-research http://intranet.hants.gov.uk/hantsfacts.htm	<ul style="list-style-type: none"> • There is limited data available on how sexual orientation can affect access to transport services. • Poor design of street lighting or bus stops may increase feelings of vulnerability and result in reduced sense of personal security. 	No	Investigate more information on demographic profile of the county from equalities mapping will assist in beginning to identify opportunities for positive impacts.
Low or no Income	http://www3.hants.gov.uk/market-research http://intranet.hants.gov.uk/hantsfacts.htm Transport Trends 2010	<ul style="list-style-type: none"> • People who live in low income areas tend to rely more on public transport. • People who are on low incomes are likely to make fewer discretionary travel trips, so have access to fewer opportunities. 	No	Improved or new approaches to ticketing such as smartcards for public transport journeys could offer benefits to people in low income areas. Measures to develop improved walking and cycling links will improve accessibility and widen travel choice. The proposed LTP3 Strategy will provide a long-term approach to transport which will support the following outcomes: <ul style="list-style-type: none"> - improved access to health & educational services as well as access to employment - improved quality of life

What conclusions have you reached about the potential impact ?

Conclusions reached about the impact of the programme

Possible Impact	Group/s Affected	Evidence
How readily available the Hampshire LTP3 document is and how easy it is for diverse audiences to understand (e.g. use of jargon)	People without English as a first language, older people, people without access to the internet, people who are isolated or without community networks	The Hampshire LTP3 document has been made with the intention of being concise and as far as possible has been written in non-technical language. It has been produced as to comply with the Access for All guidance (for example, it is available in large print on request, uses a minimum font of 12, and avoids low contrast colours).

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Lack of understanding about how diverse local communities are	People with disabilities, varied ethnic groups, older people, young people, low income families, areas of multiple deprivation	Community information is limited and is an area for improvement in relation to the design of individual schemes.
Inclusiveness of LTP3 documents	Faith groups, people from varied ethnic backgrounds	The consultation process carried out on the draft LTP3 in summer 2010 actively sought the views of stakeholders, district and parish councils, access groups and advocacy groups who can represent older people, younger people, and those with physical or learning disabilities.

Further action (please specify)

Actions to be taken

Impact identified	Action	Responsibility	Timescale	Expected Outcomes	Review date
Document availability & understanding	Ensure that the Hampshire LTP3 document is available in an easy-read format.	Hampshire County Council	April 2011	Improved accessibility of this key corporate policy document	Autumn 2011

Impact Assessment agreed by:

Completed Summary published on web date: