
**Equality Impact Assessment
for the
Local Transport Plan 2011-2026
(March 2011)**

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1. Introduction

West Berkshire Council needs to be sure that when decisions are made that affect our community and stakeholders, that the impacts of different groups of people have been considered. The purpose of an Equality Impact Assessment is to improve the work of the Council, specifically by removing any unlawful discrimination that may be brought about by a policy and ensuring that equality is promoted. Equality Impact Assessments are a requirement under the legal duties for Race Equality, Gender Equality and Disability Equality. Furthermore, the Council requires an Equality Impact Assessment to be carried out on any activity that requires a decision to be made by any of the Council's key decision making bodies.

This Equality Impact Assessment considers the potential effects of each of the key transport policies within the Local Transport Plan on different groups of people.

The Local Transport Plan (LTP) sets the framework for the delivery of all aspects of transport and travel in West Berkshire, and covers the period from 1st April 2011 through to 2026. The LTP includes a Transport Vision statement, the delivery of which is supported by a set of local transport goals that aim to guide the development of policies, schemes, and projects. The LTP will affect all those who wish to travel to, from, and within West Berkshire; therefore it is essential to ensure that it promotes equality.

Different groups of people that may be affected are known as diversity strands and these are:

- Age
- Disability
- Gender
- Race
- Religion or Belief
- Sexual Orientation

The Equality Impact of the Local Transport Plan has been completed in two stages:

Stage 1 comprised an initial assessment of the Local Transport Plan to indicate how transport could have positive or negative impacts on people within the different diversity strands.

Stage 2 outlines how equality is promoted through the key transport policies in the Local Transport Plan, and the processes that are in place to monitor the impact of the plan.

2. Stage 1 – Initial Screening

The Council's corporate Equalities Impact Assessment template was used to complete the stage 1 screening. This outlined the main aims of the LTP, as well as the Vision Statement and local transport goals that have been developed for the new plan. The Stage 1 assessment then looked at which groups are affected by transport and how each of these groups is affected. This was supported by information obtained from a variety of national and local sources. All diversity strands were considered as part of this assessment. The Stage 1 assessment form for the Local Transport Plan can be viewed on the following pages.

The new Local Transport Plan for West Berkshire has been developed over a two-year period, with the aim to have the final plan in place by 1st April 2011. At the time the Stage 1 assessment was undertaken in April 2010, the draft plan had a Transport Vision Statement and a series of Local Transport Goals that had been subject to public consultation in November 2009.

The 15 key transport policies were developed after the completion of the Stage 1 assessment. However, in order to ensure that the equalities impact of these policies on different groups has been taken into account, each of these policies has been subject to screening using the information ascertained in the Stage 1 assessment. The results of this screening process can be seen in Appendix A.

The result of the Stage 1 assessment was that the Local Transport Plan would be considered to have a "high relevance" in terms of its equalities impact, and that therefore, a Stage 2 Full Assessment would be required.

Equality Impact Assessment Template – Stage One

Name of item being assessed:	West Berkshire Local Transport Plan 2011/2026
Version and release date of item (if applicable):	April 2011
Owner of item being assessed:	Jenny Noble
Name of assessor:	Chris Sperring
Date of assessment:	April 2010

1 What are the main aims of the item?

Good transport is a vital factor in building sustainable local communities. This includes contributing towards safer and stronger communities, and improved equality and social inclusion through improved accessibility to services and facilities.

The Local Transport Plan (LTP) has an important role in influencing and developing transport at a local level by outlining the District's transport policies and investment priorities. The third LTP currently being prepared will need to take into account national transport priorities.

The LTP has also been prepared to take into account the Department for Transport's (DfT) five broad key goals for transport, namely;

- Supporting economic growth
- Tackling climate change
- Promoting quality of opportunity
- Contributing to better safety, security, and health
- Improving quality of life

The new LTP being prepared by the Council takes forward the Vision contained in the current LTP2, which has been updated as follows;

- *“To develop effective transport solutions for all by increasing choice and minimising congestion”*

The Council has also developed its own local transport goals for the new LTP, which complement national transport priorities, as well as its own corporate policies and priorities. The local transport goals are as follows;

- To improve travel choice and encourage sustainable travel
- To support the economy and quality of life by minimising congestion and improving

- reliability on West Berkshire's transport networks
- To maintain, make best use of, and improve West Berkshire's transport assets for all modes
 - To improve access to services and facilities
 - To improve and promote opportunities for healthy and safe travel
 - To minimise energy consumption and the impacts of all forms of travel on the environment

<p>2 Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this.</p> <p>(Please demonstrate consideration of all strands – Age, Disability, Gender, Race, Religion or Belief and Sexual Orientation.)</p>		
Group Affected	What might be the effect?	Information to support this.
<p>Age</p> <p>Older people</p>	<p>Older people are generally more reliant on public transport to access essential services and facilities than those of working age. Older people also tend to require greater access to health services. This can be particularly problematic in remote rural areas where there is limited or no public transport coverage. These issues can be further compounded by a lack of awareness in availability of transport schemes, such as community transport and dial-a-ride schemes.</p> <p>Older people can also encounter physical barriers, such as trip hazards from uneven surfaces, crossing busy roads, and difficulties boarding and alighting buses and using steps at railway stations.</p> <p>Population forecasts indicate that the number of older people in the District is set to increase by 2026</p>	<p>Indices of Multiple Deprivation dataset: "Access to services" (DCLG, 2007)</p> <p>WBC Annual resident's surveys</p> <p>Older People: Their transport needs and requirements (DfT, 2001)</p>
<p>Young People</p>	<p>Young people are also often reliant on public transport to access education, employment, and training opportunities, as well as for social and leisure activities. The barriers for mobility for young people include cost and availability of public transport, especially in rural areas.</p> <p>The Local Transport Plan will set the framework within which the above issues are addressed.</p>	<p>ONS 2006 sub-national population projections (June 2008)</p> <p>WBC Annual residents' surveys</p>

<p>Disability</p>	<p>Both national and local data acknowledges that transport issues have a significant impact on the lives of people with disabilities. Disabled people tend to travel and drive cars less often than the rest of the population. In fact the most common mode of travel for people with disabilities is as a car passenger. People with disabilities can also experience problems in using public transport, with issues such as inaccessible bus stops, stations, and vehicles, and a lack of clear travel information for various transport services.</p> <p>The term 'disabilities' covers a multitude of issues, such as physical mobility and sensory problems, as well as learning difficulties. Therefore the transport needs of people with disabilities are wide-ranging and require numerous solutions when planning and developing accessible transport.</p> <p>Local authorities also have a duty to promote disability equality under the 2005 Disability Discrimination Act. The Council's own Disability Equality Scheme recognises that there are problems of limited accessible transport for disabled people, and has priorities to improve transport and to promote independence.</p> <p>The Local Transport Plan will set the framework within which the above issues are addressed.</p>	<p>Attitudes of Disabled People to Public Transport: Research Study – Disabled Persons Transport Advisory Committee (2002)</p> <p>WBC Corporate Equality Plan 2007-2011</p> <p>WBC Disability Equality Scheme 2007-2009</p>
<p>Race/Ethnicity</p>	<p>One of the main transport issues concerning race and ethnicity relates to barriers in accessing public transport and transport services. This includes the need for information on public transport services (such as routing, timetables, and fares information) being made available in different formats and languages to reduce inequality of access. This also applies to the LTP itself and its supporting strategies.</p> <p>The Race Relations (Amendment) Act 2000 places a general duty on public authorities to actively promote race equality. The Council's own Race Equality Scheme 2008-2011 recognises that there is a need for equality of access to information and services. In terms of transport, this includes information on public transport routes and timetables, and details</p>	<p>Mobility in Adulthood: General Findings, Low Income, Ethnicity, and Rural Communities (DfT, 2008)</p> <p>WBC Race Equality Scheme, 2008-2011</p>

	<p>concerning entitlement for blue badges, concessionary fares, and school transport.</p> <p>The Local Transport Plan will set the framework within which the above issues are addressed.</p>	
Gender	<p>Evidence from national surveys indicates that women in general have less access to cars than men, and are more likely to use public transport. Women also undertake more escort journeys than men, whether this is with young children or as a carer.</p> <p>Women also have personal safety and security concerns, particularly when travelling after dark, which can result in a barrier in travelling later in the day. Crime statistics indicate that women are more likely to suffer sexual assault and harassment, whereas men are more likely to witness and be a victim of physical violence.</p> <p>The Equality Act (2006) places a legal duty on local authorities to eliminate unlawful harassment or discrimination, and to promote equality between men and women. This is taken forward by the Council's own Gender Equality Scheme. In terms of transport, this includes considering the needs of escort journeys with young children, and improving streetlighting and security on pedestrian/cycle routes and on public transport.</p> <p>The Local Transport Plan will set the framework within which the above issues are addressed.</p>	<p>National Statistics (2009)</p> <p>WBC Gender Equality Scheme, 2007-2010</p>
Sexual Orientation	<p>There is no evidence available to suggest that there are specific transport access needs with regards to sexual orientation.</p>	
Further Comments relating to the item:		
<p>The Accessibility Strategy is one of the key supporting strategies that underpins the main LTP document. This seeks to improve access to services and facilities for all members of the community, thereby increasing choice and promoting social inclusion. This, along with other supporting strategies, will deal with most of the issues identified above.</p>		

3 Result (please tick)	
√	High Relevance This needs to undergo a Stage 2 Equality Impact Assessment.
	Medium Relevance This needs to undergo a Stage 2 Equality Impact Assessment
	Low Relevance This needs to undergo a Stage 2 Equality Impact Assessment
	No Relevance This does not need to undergo a Stage 2 Equality Impact Assessment

For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

4 Identify next steps as appropriate:	
Stage Two required	Yes
Owner of Stage Two assessment:	Jenny Noble
Timescale for Stage Two assessment:	April 2011
Stage Two not required:	



Date: April 2010

Signed:

3. Stage 2 – Full Equality Impact Assessment

The Stage 1 assessment demonstrated that there are plenty of transport-related equalities issues that need to be considered by the Local Transport Plan and its various supporting strategies. The screening undertaken to determine the equalities impact of the LTP's 15 key transport policies has demonstrated that in each case, all such impacts are positive. The themes identified by the Stage 1 assessment were as follows;

- Improving access for those without access to a car, particularly older and younger people.
- The need for partnership working with public transport operators and community and voluntary transport providers to help meet the access needs of the community.
- Addressing barriers that prevent physical access to transport infrastructure, such as trip hazards, difficulties accessing buses, and stairs at rail stations.
- Delivering transport solutions and policies that improve accessibility for disabled people.
- Providing high quality and easy to understand information on transport services and public transport timetables that is available to all who seek this.
- Providing transport that affords safer personal travel for all users.

These themes will be taken forward through the development of the Local Transport Plan's relevant supporting strategies, each of which will undergo its own equalities impact assessment. This will include further screening of the supporting policies.

In the Stage 1 Assessment, the Accessibility Strategy was mentioned as a key strategy. Through the development of the Local Transport Plan it was decided that such a key issue should not be isolated in its own strategy because it is a cross cutting theme that should be incorporated into each separate strategy. Therefore, accessibility and equality issues will be picked up in all relevant strategies through appropriate measures.

The completed Stage 2 Equality Impact Assessment proforma can be viewed over the following pages.

Equality Impact Assessment Template – Stage Two

Name of item being assessed:	West Berkshire Local Transport Plan 2011-2026
Version and release date of item:	Full version – March 2011
Owner of the item being assessed:	Jenny Graham
Name of assessor:	Chris Sperring
Date of assessment:	March 2011

1 What are the main aims of the item?

Good transport is a vital factor in building sustainable local communities. This includes contributing towards safer and stronger communities, and improved equality and social inclusion through improved accessibility to services and facilities.

The Local Transport Plan (LTP) has an important role in influencing and developing transport at a local level by outlining the District's transport policies and investment priorities. The third LTP has been prepared to take into account current national transport priorities as outlined in the Coalition Government's Programme for Government, May 2010, namely;

- Supporting economic growth
- Tackling climate change

These priorities have been further emphasised in the Government's Transport White Paper, January 2011; *"Creating Growth, Cutting Carbon (Making Local Sustainable Transport Happen)"*. This outlines the Government's vision for a transport system that is an engine for economic growth, but is also greener and safer and improves the quality of life in communities.

The new LTP takes forward the Vision contained in the current LTP2, which has been updated as follows;

- *"To deliver effective transport solutions for all by increasing choice and minimising congestion"*

A new set of local transport goals for the new LTP have also been prepared, which complement national transport priorities, as well as the Council's own corporate policies and priorities. The local transport goals will help guide the development of policies, schemes, and projects in the District. Improving quality of life and ensuring equality of opportunity are themes that run through all the transport goals, and should be enhanced

if the transport vision, supported by these goals, is delivered through the LTP.

The local transport goals are as follows;

- To improve travel choice and encourage sustainable travel
- To support the economy and quality of life by minimising congestion and improving reliability on West Berkshire's transport networks
- To maintain, make best use of, and improve West Berkshire's transport networks for all modes of travel
- To improve access to services and facilities
- To improve and promote opportunities for healthy and safe travel
- To minimise energy consumption and the impacts of all forms of travel on the environment

The Local Transport Plan will be supported by a range of supporting strategies, which will outline how the key policies will be developed in further detail. It is anticipated that each of these supporting strategies will have its own Equalities Impact Assessment.

2 What research will you undertake to inform this assessment?

The development of the LTP has been underpinned by a rigorous assessment of transport-related issues and challenges in the District, and the impact of these on the quality of life of local residents. This review was set against contemporary national and local policies and priorities, as well as the wider social, environmental, and economic context. This assessment forms part of the robust evidence base that has under-pinned the development of the plan's long term Transport Vision and local transport goals.

In addition, public engagement has informed and guided the development of the plan. This has included two periods of public consultation;

- 1st stage – transport vision, local goals, issues, direction of travel etc (November 2009 – January 2010)
- Consultation on the draft LTP (October/November 2010)

How we provided information;

- Publishing consultation material on the Council's website and providing hard copies to those requesting this
- Notifying a wide-range of stakeholders (in accordance with Department for Transport Local Transport Plan guidance) by email and by post
- Regular newsletters sent to all consultees and made available on the Council's website
- Posters in public buildings and on notice boards, plus advertisements in local newspapers, informing people of the consultation

In addition to the consultation material, the Transport Policy Team also attended local parish meetings (where requested) to brief local communities. Briefings were also provided to Council Members and specific groups, including the Transport Access and

Inclusion Group, and the Cycle Forum. A member of the Youth Parliament was also invited to one of the briefing sessions.

Further information relating to both consultations, including summaries of consultation responses are available to view online line at www.westberks.gov.uk/ltp

3 What are the results of your research?

Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this.

(Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)

The LTP contains a Local Transport Vision Statement (see below) to provide a useful focus for transport and travel in the District;

“To deliver effective transport solutions for all by increasing choice and minimising congestion”

One of the key aspects of the LTP is to provide choices and opportunities for all residents in West Berkshire to be able to access the services that they need. The LTP recognises that increasing travel choices and accessibility to services can help improve quality of life and help reduce social exclusion.

The Stage 1 Initial Screening process considered the impact of the Local Transport Plan on different societal groups. This identified particular issues that affect particular groups and that may prevent or inhibit people’s ability to travel or to access the services that they need. The assessment identified the following strands;

- Older people
- Younger people
- Disabled people
- Gender
- Race/ethnicity

Since the completion of the Stage 1 process, the Council developed a series of 15 key transport policies that were included as part of the consultation draft LTP (see previous section). Each of these policies has been subject to screening for equalities impact on the different groups within the community. This identified whether a policy could make a positive contribution to equality to individual groups, or conversely, whether they could have a negative impact.

The Local Transport Plan and its supporting strategies set the framework within which the issues identified in the Stage 1 assessment will be addressed.

4 What actions will be taken to address any negative effects?

The screening of the key policies in the Local Transport Plan indicated that these policies are unlikely to cause adverse impact or discriminate against different groups of the community. This is because the Local Transport Plan, as well as its supporting strategies, seeks to improve the quality of life for West Berkshire's residents by delivering a transport system that supports economic growth and provides opportunities for people to access the services that they need.

However, the Stage 1 Initial Screening identified several areas where transport can possibly have an adverse impact or have the potential to discriminate against different groups. Actions have been identified which could further promote equality, which will be covered in more detail in the relevant supporting strategies.

Action	Owner	By When?	Outcome
Improve choices of mode of travel	Transport Policy Highways Transport Services Service providers	On-going	Improved access to services and facilities by providing more choices in modes of travel
Partnership working between the Council's Transport Services and Transport Policy Teams and the local bus operators, the train operating company, and community & voluntary transport providers	Transport Services Transport Policy	On-going	Improve accessibility for all West Berkshire residents, particularly in rural communities, to enable access to essential services and facilities, particularly for those without access to a car
Improve physical access to transport infrastructure (e.g. dropped kerbs, more accessible bus stops and rail stations, more accessible vehicles)	Transport Policy Highways Transport Services Bus, rail and taxi operators	On-going	Removing barriers to movement and travel. Improved safety through safer crossing of roads and fewer trip hazards on footways.

Set standards for parking provision, including disabled parking	Transport Policy Planning Policy	April 2013	Supplementary Parking Guidance on parking standards. LTP Parking Strategy.
Provide high quality information on transport services that is readily available and in easy to understand formats	Transport Policy Transport Services Transport operators	On-going	Provision of transport information and timetables in appropriate formats.
Provide transport that affords safer personal travel for all users	Transport Policy Highways Transport operators	On-going	Transport networks are safer to use by all users, particularly after dark.

5 What was the final outcome and why was this agreed?

The results of the Equality Impact Assessment showed that the Local Transport Plan and its policies should only have positive effects on equality. Therefore, it is considered that no further amendments to the document are necessary as a result of this assessment. Furthermore, it is intended that Equality Impact Assessments will be prepared for each of the LTP's supporting strategies as and when these are developed. This will ensure the positive elements within the overall framework are translated to the detailed level of the strategies.

6 What arrangements have you put in place to monitor the impact of this decision?

Due to changes to monitoring and reporting procedures, the Council will be considering which indicators will be most relevant to the local area. These will include a set of transport related indicators which will monitor the delivery of the Local Transport Plan and, in particular, its supporting strategies and Implementation Plans.

The performance against each LTP indicator will be reported annually and will tie in with the development of the refreshed Implementation Plan. It is anticipated that performance will also be benchmarked against that of other comparable local authorities to determine the effectiveness of the Plan's delivery.

In addition to the transport indicators that will be developed, it will be helpful to link with key indicators used by partner organisations to monitor trends and consider how the Local Transport Plan can continue to make a contribution.

7 What date is the Equality Impact Assessment due for Review?

May 2014, although further Equality Impact Assessments will be undertaken for each of the LTP's supporting strategies.

A handwritten signature in black ink, appearing to read 'J. Graham'.

Date: March 2011

Signed:

4. Conclusion

The key policies of the Local Transport Plan have been tested for their impacts on equality. The results of the Equality Impact Assessment demonstrate that none of these policies have a negative impact on equality, and in a number of instances have a positive impact towards promoting equality. Instances where the key policies have a positive impact relate to increasing travel choice, improving accessibility, improving physical and personal safety, and delivering improvements for transport users with a disability.

5. Next Steps

The Local Transport Plan will come into effect on 1st April 2011, with annually produced Implementation Plans being produced. This will be the framework by which monitoring of the plan's delivery will be reported. The LTP will also be reviewed at regular intervals throughout the life of the plan to ensure that it remains relevant and up to date. It is anticipated that the review of this Equalities Impact Assessment will coincide with the reviews of the LTP.

Following the publication of the main Local Transport Plan document, work will begin on developing the plan's supporting strategies, which will provide further detail as to how the key LTP policies will be delivered. It is anticipated that each of these supporting strategies will be subject to its own Equalities Impact Assessment.

Appendix A

Equality Impact Assessment – Screening of Local Transport Plan Key Policies

All Key Policies in the Local Transport Plan have been subjected to screening for equalities effect. The table below assesses who will benefit from each policy; if the policy has the potential to cause adverse impact or discriminate against different groups of the community; and whether policies make a positive contribution to equalities. Ticks [✓] have been inserted where it is deemed that policy could make a positive contribution to equalities and crosses [✗] where the policy is deemed to have the potential to cause adverse impact.

Policy	Age	Disability	Gender	Race	Religion or Belief	Sexual Orientation	Equality Impacts
LTP K1 Travel Choice <i>Supporting policies; AT1 Walking AT2 Cycling SC1 Travel Planning SC2 Car Sharing & Car Clubs SC3 New Technology SC4 Branding, Marketing & Promotion</i>	✓	✓	✓				The main emphasis of this policy is to increase travel choices for all who live and work in the District. This will improve people's quality of life and will reduce social exclusion providing more people with opportunities to access essential services and facilities. Supporting policies AT1&2 and SC1-4 provide a focus on increasing choices of various sustainable transport modes. Effective delivery aims to benefit all parts of the community, including older people, young people, disabled people, and women. The Active Travel and Smarter Choices strategies will have a major influence in supporting the delivery of Policy K1 and its supporting policies.

Policy	Age	Disability	Gender	Race	Religion or Belief	Sexual Orientation	Equality Impacts
<p>LTP K2 Minimising Congestion</p> <p><i>Supporting policies: NMP1 Highway Management NMP2 Intelligent Transport Systems</i></p>	✓	✓	✓				<p>This policy seeks to address congestion on the local highway network in order to minimise delays for all users and to improve local air quality. Part of the delivery of this policy includes looking at measures that will reduce car dependency through increasing travel choices. This will accrue the same benefits identified for Policy K1.</p> <p>Other aspects of the policy look toward the Council's responsibilities as the local highway authority to manage the local highway network for all users. This will be covered further in the Council's Network Management Plan.</p>
<p>LTP K3 Accessibility (to services)</p>	✓	✓	✓				<p>This policy seeks to address the major challenge of enabling people to access services and facilities in the District, particularly from rural areas. Where people live in areas without adequate local services and facilities it is important that there is good access to transport services. This is an important issue for those more likely not to have access to a car, including older people, younger people, disabled people, and women.</p> <p>Delivery of this policy will be through measures to increase choice outlined in Policy K1 and through the Passenger Transport Strategy.</p>

Policy	Age	Disability	Gender	Race	Religion or Belief	Sexual Orientation	Equality Impacts
LTP K4 Accessibility (equality, diversity, and inclusion)	✓	✓	✓				Improvements to accessibility can also be made by reducing barriers to travel. The policy will seek to improve equal access to the transport network. This will include improvements such as improved crossing points, dropped kerbs, tactile paving, raised bus stops, and to improve personal safety after dark. This will benefit older people, young people, and disabled people with mobility and visual impairments. It will also cover working with transport operators to ensure that vehicles are accessible for all transport users. Delivery of this policy will help fulfil the Council's duty under the requirements of the Disability Discrimination Act and the Equality Act, and will include working in partnership with transport operators.
LTP K5 Climate Change	✓	✓	✓				This policy focuses on the need to reduce the energy consumption from transport in the District. Measures that will increase travel choice or that will reduce the need to travel will have similar benefits to those outlined for Policy K1.

Policy	Age	Disability	Gender	Race	Religion or Belief	Sexual Orientation	Equality Impacts
LTP K6 Air Quality							This policy focuses on the Council's responsibilities for Local Air Quality Management. Measures to improve local air quality may include options to improve travel choice, as outlined for Policy K1. Further details will be provided in Air Quality Action Plans.
LTP K7 Highway Maintenance	✓	✓					Effective highway maintenance can improve the quality and safety for all highway users (motorised or non-motorised). The policy can especially help improve the movement across the network for older people, disabled people, and parents with young children through maintaining the condition of carriageways, footways, bridges, and streetlighting. Further details will be provided in the Highway Asset Management Plan.
LTP K8 Road Safety	✓	✓					This policy seeks the creation of a safer environment for all users. It covers all aspects of the Council's wide-ranging road safety activities including highway safety schemes, enforcement of speed restrictions, and road safety training, education, and publicity. The policy provides for vulnerable user groups, including older people, younger people, and disabled people. Further details will be provided in the Road Safety Strategy.

Policy	Age	Disability	Gender	Race	Religion or Belief	Sexual Orientation	Equality Impacts
<p>LTP K9 Passenger Transport</p> <p>Supporting policies; PT1 Bus Services PT2 Community and Voluntary Transport PT3 Rail Travel PT4 Taxis and Private Hire Cars PT5 Passenger Transport Information, Promotion and Ticketing PT6 Infrastructure and Interchange PT7 Park & Ride</p>	✓	✓	✓	✓			<p>Passenger transport services will form a range of travel options that provide choice and help people access the services and facilities that need.</p> <p>Policy K9, and its supporting strategies, focus on the need for the Council to work with public transport operators and other community and voluntary transport providers, to facilitate and support passenger transport services in the District. This will help encourage use and improve accessibility for all users, particularly for those who do not have access to a car. It also covers the provision and marketing of transport information, which will need to be made easy to understand and available in different languages and formats. There are strong linkages with the accessibility policies (K3 & K4).</p> <p>Further details on the delivery of Policy K9 will be provided in the Passenger Transport Strategy.</p>

Policy	Age	Disability	Gender	Race	Religion or Belief	Sexual Orientation	Equality Impacts
LTP K10 School Travel	✓	✓					<p>This policy seeks increases in walking, cycling, and public transport for trips to school for both staff and pupils. It aims to reduce the reliance on the car for school journeys and to promote accessibility to education and training, which is an important issue for young people. Through a project aimed at pupils with Special Educational Needs this policy also seeks to help make transport to school accessible for those with a disability and provide life skills for the future helping to achieve independent travel.</p> <p>This policy will be delivered through the Council's Sustainable Modes of Travel (for Schools) Strategy, as well as the Smarter Choices and Active Travel supporting strategies.</p>

Policy	Age	Disability	Gender	Race	Religion or Belief	Sexual Orientation	Equality Impacts
<p>LTP K11 Parking</p> <p><i>Supporting policies; P1 Town Centre Parking P2 Residential Parking P3 Parking Standards P4 Enforcement</i></p>		✓					<p>The Council is able to facilitate and manage parking throughout the District to support the delivery of the LTP's transport goals. The parking policies will support the provision of access to services and facilities. This includes providing for the needs of disabled road users as defined by the Disability Discrimination Act. The Council will also consider the provision of disabled parking spaces as part of the development of new Supplementary Planning Guidance on parking standards. Further details on the provision and management of parking will be outlined in the Parking Strategy.</p>
<p>LTP K12 Freight</p>							<p>No equality impact</p>

Policy	Age	Disability	Gender	Race	Religion or Belief	Sexual Orientation	Equality Impacts
LTP K13 New Development	✓	✓	✓				The transport and travel aspects need to be managed in a way that supports the Local Development Framework Core Strategy and the LTP's own local transport goals. The Council will need to ensure that the design and layout of new development and associated infrastructure promotes good, sustainable access to services and facilities. This will be particularly beneficial for older people, younger people, and disabled people. This policy will be delivered through the development management process and effective negotiation of planning proposals.
LTP K14 Health and Leisure	✓	✓					This policy focuses on the promotion of transport as a means of improving health and access to leisure for all. This will be achieved through working with partners in the health sector. There will be particular benefits for disabled people through improved access to the Rights of Way network. There will also be a focus on encouraging active travel at a young age to impact on life-long healthy travel choices.
LTP K15 Cross Boundary & Partnership Working							No equality impact

