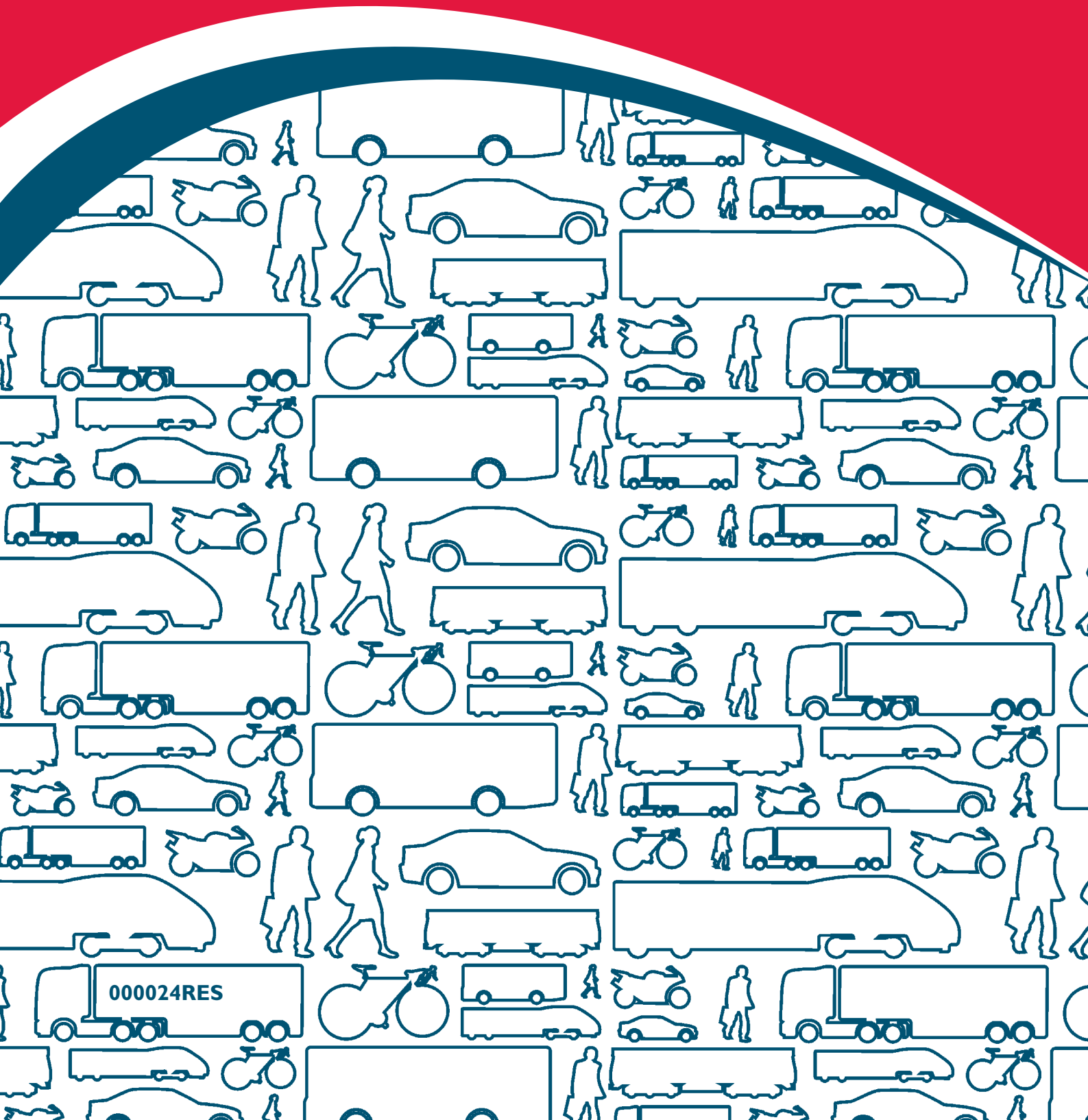




The Third Local Transport Plan for Halton Transport : Equality Impact Assessment

February 2011



The Third Local Transport
Plan for Halton

Transport : Equality Impact Assessment

February 2011



Halton Borough Council
Places, Economy and Transport
Policy & Strategy
Halton Borough Council
Rutland House
Halton Lea
Runcom
WA7 2GW

If you need this information in a different format such as large print, audio tape, Braille or another language, please contact us on 0303 333 4300

If your first language is not English and you would like information about our services in another language, please call us on 0303 333 4300 or email hdl@halton.gov.uk

যদি আপনার প্রথম ভাষা ইংরেজী না হয়ে থাকে এক্ষণে আপনার ভাষায় আমাদের সার্ভিসেস সম্পর্কে তথ্য জানতে চান, তাহলে নম্ব ০৩০৩ ৩৩৩ ৪৩০০ নম্বরে ফোন করুন অথবা যেকোনো ই-মেইল ঠিকানা হে-ডাইল করুন।

यदि आप की पहली भाषा अंगरेजी नहीं है और आप हमारी सेवाओं के बारे में जानकारी किसी अन्य भाषा में चाहते हैं तो कृपया हमें 0303 333 4300 पर फोन कर या hdl@halton.gov.uk पर ई-मेल भेजें

Jeżeli angielski nie jest Twoim pierwszym językiem i potrzebujesz informacji o naszych usługach w innym języku, prosimy o zatelefonowanie do nas pod numer: 0303 333 4300 lub wysłanie maila do: hdl@halton.gov.uk

如果你的母语不是英语，而你希望得到有关我们服务的其它语言版本的信息，请致电 0303 333 4300 或者发送电邮至 hdl@halton.gov.uk 联络我们。

اگر آپ کی پہلی زبان انگریزی نہیں ہے اور آپ ہماری خدمات کے بارے میں معلومات کسی دوسری زبان میں چاہتے ہیں تو براہ کرم ہمیں 0303 333 4300 پر فون یا hdl@halton.gov.uk پر ای میل کریں

1. Introduction

1.1 The Equalities Review (2007) says that “an equal society protects and promotes equal, real freedom and opportunity to live in the way people value and would choose, so that everyone can flourish. An equal society recognises people’s different needs, situations and goals, and removes the barriers that limit what people can do and be”.

1.2 To ensure the Local Transport Plan (LTP3) document contributes to an equal society, an initial Equality Impact Assessment (EqIA) has been used to highlight the likely impact of the LTP3 on different groups, and to show how the needs of such groups have been taken into account in relation to the development of the policies. By doing this, ways can be found to improve the policies such that areas of discrimination are eliminated and the needs of Halton and the wider Liverpool City Region is better served.

1.3 The need for an EqIA to be undertaken stems from the duty placed on public authorities to eliminate unlawful discrimination in carrying out their function, and promoting equality of access and opportunity for all communities. Local authorities are also specifically required to demonstrate compliance with its legal obligations under the Equality Act 2010. This brings disability, sex, race and other grounds of discrimination within one piece of legislation and places a new duty on local authorities to consider what actions they can take to promote equality and diversity, eliminate discrimination and foster good relations between all sections of the community. The Borough’s Corporate Equality Scheme 2009 – 2012 also highlights the importance of equality being promoted and mainstreamed in the delivery of council services.

2. The Approach and Structure of the Equality Impact Assessment

2.1 The LTP3, EqIA follows a similar approach and structure to that set out in national guidance and particularly to guidance from the Equality and Human Rights Commission (EHRC).

A brief summary is included below.

Stage 1: Initial Screening

2.2 Initial screening of all new or revised policies, strategies, procedures and functions should determine whether or not it is necessary to carry out an EqIA. This is based on whether the area of work will have the potential to cause adverse impacts or discriminate against different groups in the community.

2.3 Due to the scope of the Local Transport Plan there may be potential to cause adverse impacts or to discriminate against different groups. It was therefore considered appropriate to carry out an initial EqIA of the LTP3 preferred strategy and implementation document.

Stage 2: Scoping and Defining

2.4-EHRC recommends that different perspectives and experiences are used in undertaking an EqlA. As a result the team involved in the Local Transport Plan Strategy and Implementation Document assessment workshop, which took place on the 11th January 2011, had technical expertise and specialist knowledge from across the Council divisions including:

- Planning and Policy;
- Children and Young People;
- Health and Community;
- Equality and Diversity Officer and,
- Corporate and Organisational Policy;

Stage 3: Information Gathering

2.5 Stage 3 of the assessment aims to identify the sources of information which will be used to assist in the determination of whether the Local Transport Plan is likely to have an adverse impact or discriminate against different groups. The information used for this stage of the EqlA of the Local Transport Plan document has drawn upon a wide evidence base including:

- Census data
- National and Local Statistics
- Indices of Multiple Deprivation (IMD), (2007)
- Halton Joint Strategic Needs Assessment (JSNA), (2008)
- Halton State of the Borough Report, (2009)
- Halton's Economic Profile, (2008)

2.6 Using the information gathered from the sources listed above, section 3 provides some base-line information on the different equality groups focused upon in this assessment.

Stage 4: Making a Judgement

2.7 This stage is used to decide whether or not there is potential for a strategy or policy to result in a less favourable outcome or discrimination of any kind on any of the protected characteristics.

As the Local Transport Plan 3 document contains numerous strategies and implementation plans that dealing with a diversity of topics this stage has been broken into 21 sub topics. The assessment focuses on the individual policies and assesses the policies in combination, summarising the effects of the Local Transport Plan 3 document.

Stage 5: Action Planning

2.9 The real value of completing an EqlA comes from the actions that will take place and the positive changes that will emerge through conducting the assessment. A recommendations and comments section has been included

Stage 6: Publication and Review

2.10 Under equality legislation the Council has a legal duty to demonstrate that it has paid 'due regard' to the need to eliminate discrimination and promote equality. Undertaking and publishing an Equality Impact Assessment is recommended by EHRC and the Government Equality office as the most effective way of demonstrating this. It is also important to show the local community that the Council is actively engaged and committed to challenging potential discrimination, as well as improving its service delivery in relation to equalities.

CIRA – Local Transport Plan 2011

Impact Type (T): positive (+) negative (-) neutral (=)
Impact Level (L): High (H) Low (L) Medium (M)

Protected Characteristics:	Age (A)	Transgender (T)
	Carers (C)	Socio economic (SE)
	Disability (D)	Marriage/Civil partnership (M)
	Gender (G)	Pregnancy/Maternity (P)
	Race/Ethnicity (R)	
	Sexual Orientation (SO)	

Transport Strategy

No. 1 Airport Surface Access	No. 12 Peak Oil Production and Emerging Vehicle Technology
No. 2 Bus Strategy	No. 13 Provision for People with Disabilities
No. 3 Cycling	No. 14 Public Rights of Way (PROW)
No. 4 Demand Management	No. 15 Quality Corridors
No. 5 Development Control Strategy	No. 16 Road Improvements
No. 6 Freight Distribution	No. 17 Road Safety
No. 7 Intelligent Transport Systems and Signing	No. 18 Street Lighting
No. 8 Maintenance of Transport Assets	No. 19 Taxi/Private Hire Vehicles
No. 9 Network Management	No. 20 Travel Plans
No. 10 Parking	No. 21 Walking
No. 11 Passenger Rail	No. 22 Water Transport

Strat No	Policy Summary	Impact																		Comments		
		A		C		D		G		R		SO		T		SE		M			P	
		T	L	T	L	T	L	T	L	T	L	T	L	T	L	T	L	T	L		T	L
1	Support improved access to LJLA and Manchester Airport	=	L	+	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	Improved accessible transport facilities will benefit all but in particular disabled people and those at SE disadvantage with no negative impact on any of the protected characteristics.
2	Continue to improve and develop a single integrated local bus network within Halton, ensuring that all residents have good access to key facilities and benefit from a choice of high quality and safe public transport services and facilities	+	L	+	L	+	L	=	L	=	L	=	L	=	L	+	M	=	L	=	L	No negative impact on any of the protected characteristics.
3	Use of accessibility planning to improve cycle networks thereby accessibility to local facilities and services, including the Mersey Gateway	=	L	=	L	=	L	=	L	=	L	=	L	=	L	+	M	=	L	=	L	Improved accessible transport facilities will benefit all but in particular those at SE disadvantage with no negative impact on any of the protected characteristics.
4	Control demand by implementing the parking	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	No negative impact on any of the protected

	strategy, implementing user charging for SJB and Mersey Gateway and improved infrastructure design																				characteristics.	
5	Produce a guide in cooperation with other LAs to ensure consistent design standards, guaranteeing that new developments are accessible to all, encouraging sustainable methods of travel where possible. Transport and planning dept to work in unison.	+	L	=	L	+	L	=	L	=	L	=	L	=	L	+	L	=	L	=	L	There are positive impacts for the elderly, disabled people and those at SE disadvantage but no evidence of negative impact on any of the protected characteristics.
6	Enhance rail, freight and water links to reduce road congestion. The creation of HGV parking in appropriate locations.	=	L	=	L	=	L	=	L	=	L	=	L	=	L	+	M	=	L	=	L	There are socio economic advantages to be gained from reduced road congestion and an increase in the use of rail for freight transport. There is no negative impact on any of the protected characteristics.
7	Monitor and improve traffic signal control, signage,	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	No negative impact on any of the protected

	road markings and the street scene. Monitor journey time's further analysis and continue to improve real time passenger information.																					characteristics.
8	Ensure highways and footpaths are kept open, safe and in good condition, incorporating quality corridors which improve access for the mobility impaired. Time maintenance works to ensure minimal disruption, and ensure works are given consideration in places of interest.	+	L	=	L	+	L	=	L	=	L	=	L	=	L	+	M	=	L	=	L	Improved accessible transport facilities will benefit all but in particular disabled people and those at SE disadvantage with no negative impact on any of the protected characteristics.
9	Monitor and inform about congestion delays in order to improve accessibility, improve access and reduce emissions	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	Improved accessible transport facilities will benefit all with no negative impact on any of the protected characteristics.
10	Continue to operate the free car parking policy to support economic regeneration, with a minimum of 10% for disabled (half to be indicated as disabled accessible on new	=	L	=	L	+	L	=	L	=	L	=	L	=	L	+	M	=	L	=	L	Improved accessible transport facilities will benefit all but in particular disabled people and those at SE disadvantage with no negative impact on any of the protected

	developments)																					characteristics.
11	Work in partnership to improve rail services, enhance rail stations and develop new rail infrastructure. Ensuring that accessibility is considered in all aspects.	=	L	=	L	=	L	=	L	=	L	=	L	=	L	+	L	=	L	=	L	Improved accessible rail facilities will benefit all SE advantages for the community with no negative impact on any of the protected characteristics.
12	Encourage the use of alternative fuels, e.g. planning policy to provide vehicle charging points. Financial incentives for fuel efficient vehicles such as by road toll charges, and use fuel efficient vehicles in the council fleet	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	No negative impact on any of the protected characteristics with no group being at more advantage than others.
13	Comply with the DDA by continue to improve access to buses, rail, highway network PROW and community transport. Provision of travel training and advice for people with disabilities Mental Health problems addressed through community transport provision, concessionary fares and better signage.	=	L	+	L	+	M	=	L	=	L	=	L	=	L	=	M	=	L	=	L	Improved accessible transport facilities will benefit all but in particular disabled people and those at SE disadvantage with no negative impact on any of the protected characteristics.
14	Provision of Greenway	=	L	=	L	+	L	=	L	=	L	=	L	=	L	+	L	=	L	=	L	Improved accessible

	routes that can link communities with amenities, are well maintained and have appropriate crossings.																				transport facilities will benefit all but in particular disabled people and those at SE disadvantage with no negative impact on any of the protected characteristics.	
15	Develop quality corridors to encourage bus patronage, walking, cycling and making provision for people with disabilities. Includes improvements to bus stops, integration of PROW, improved links and street lighting.	=	L	+	M	+	L	=	L	=	L	=	L	=	L	+	L	=	L	=	L	Improved accessible transport facilities will benefit all but in particular disabled people, carers and those at SE disadvantage in terms of better access to employment with no negative impact on any of the protected characteristics.
16	Road improvement schemes throughout the borough, by increased partnership working, enabling regeneration and reallocation of road space and minimising environmental impacts	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	No negative impact on any of the protected characteristics with no group being at more advantage than others.
17	Reduce KSIs through road improvements education and publicity. Investigate correlation between	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	No negative impact on any of the protected characteristics with no group being at more

	accident rate and SE, continue partnership working.																				advantage than others.	
18	Continue to provide and maintain street lighting, consider potential for light removal, dimming or reduced hours to save energy and costs.	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	=	L	No negative impact on any of the protected characteristics with no group being at more advantage than others.
19	Ensure provision of numbers as this is a lifeline for disabled and elderly and via social services and education contracts. Ensure accessibility of taxis and ranks for all and especially those with mobility issues, the latter via licensing regulations.	=	M	=	L	+	M	=	L	=	L	=	L	=	L	=	L	=	L	=	L	Improved accessible transport facilities will benefit all but in particular disabled people and the elderly with no negative impact on any of the protected characteristics.
20	Promote sustainable travel through travel plans, discourage car journeys to school for pupils' health and environment reasons, increase pupil's awareness of road safety and sustainability issues, invest in cycling for business use.	+	M	=	L	=	L	=	L	=	L	=	L	+	M	=	L	=	L	=	L	Improved accessible transport facilities will benefit all but in particular school pupils, disabled people and those at SE disadvantage with no negative impact on any of the protected characteristics.
21	Increase and improve pedestrian routes, ensuring accessibility to	=	L	=	L	+	M	=	L	=	L	=	L	+	M	=	L	=	L	=	L	Improved accessible links to services facilities will benefit all

	disabled, links with PROW and quality corridors.																					but in particular disabled people and those at SE disadvantage with no negative impact on any of the protected characteristics.
22	Ensure the best utilisation and promotion of Halton and the LCR waterway network.	+	L	=	L	=	L	=	L	=	L	+	L	=	L	=	L	=	L	=	L	No negative impacts. The physical nature of some of the water borne activities will benefit younger people more than elderly but the general recreational use of towpaths and surrounding areas is suitable for all ages. Socio economic – there is a small focus on deprived areas but this is not to the detriment of other groups.

General Duty

Does this Plan take into account the need to: -

(a) Eliminate discrimination, harassment, victimisation and any other conflict that is prohibited by the Equality Act 2010

Yes No

(b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it

Yes No

(c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

Yes No