

Final Draft Local Transport Strategy 2008 to 2012

Equality Impact Assessment (EQIA)

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1.1 Introduction

The Scottish Government's Guidance on Local Transport Strategies (2005) states that strategies should give particular consideration to assessing and meeting the transport needs of different groups of people, including:

- How transport links can better serve older people – in the context of a rising over-65 population.
- How well transport meets the needs of disabled people and carers – when approximately 1 in 10 of the population is disabled.
- How transport can meet the needs of children and young people.
- How transport can meet the different needs of women and men.
- The inclusion of black and minority ethnic people.

Aberdeen City Council recognises the importance of carrying out equality impact assessments on policies and actions such as those which are outlined in the Local Transport Strategy (LTS). An Equality Impact Assessment (EQIA) has been applied to the LTS, as set out below.

1.2 Equality Impact Assessment

1. What is the aim of the service / strategy / project / policy?

The LTS presents Aberdeen City Council's vision for transport in the City and sets out a comprehensive list of actions and policies to implement and work by during the period 2008 – 2012.

While Scottish Government Guidance suggests that Local Transport Strategies should normally cover a three-year period, given the significant interventions planned for implementation just beyond that timeframe, it has been considered prudent to extend the period to five years (covering the period 2008 – 2012). It is anticipated that the Aberdeen Western Peripheral Route (AWPR) will be completed during 2012 and the Strategy must ensure that the new road does not generate further demand for journeys by car and a weakening of demand for public transport.

The overall vision adopted for the Aberdeen City LTS is to develop "A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy and minimises the impact on our environment".

The Strategy's objectives are based around the five national transport objectives: Economic Growth, Safety and Security, Environmental Protection, Social Inclusion and Accessibility and Integration.

2. List the main activities and outcomes of the project/policy (for strategies list the main policy areas and services the main functions):

Beneath the LTS vision and objectives sit a number of specific policies which set out the Council's approach with regards to improving various aspects of Aberdeen's transport network. The LTS is accompanied by a detailed Implementation Plan outlining the full list of actions and policies presented throughout the Strategy.

3. Who will be the beneficiary(ies) of the strategy / project / policy? And in what ways?

At the highest level, the LTS has been developed with the aim to benefit the residents of Aberdeen and the users of Aberdeen's transport services.

Theoretically, the LTS should also deliver benefits for society at the broadest level by outlining interventions designed to help Aberdeen play its full part in reducing carbon dioxide emissions related to transport, which is fuelling global climate change.

Further analysis of how the LTS can deliver benefits to specific groups in Aberdeen is shown in Table 1.

4. How have they been involved in the development of this policy?

Extensive consultation has been a core element in the development of the LTS.

Consultation was held on a Consultative Draft LTS between May and July 2007, using a wide range of consultation techniques. This included distribution of the Consultative Draft LTS to approximately 350 contacts, including stakeholders from Nestrans, Aberdeenshire Council, business and commerce, transport operators, the emergency, health and education services, organisations representing heritage, the environment, the mobility impaired, transport interest groups, community councils and other community groups.

In addition to inviting written response, an LTS questionnaire was prepared to help generate feedback on the Consultative Draft LTS. Questionnaires were available for completion from Council offices and libraries, and could also be downloaded from the LTS homepage. An online version of the questionnaire was available for completion on the Community Planning website. Further to this, an LTS questionnaire was included in the 11th City Voice questionnaire (June 2007), to which 578 City Voice Panellists responded.

A series of workshops were also held with a range of stakeholders, including representatives from the disability advisory group. Presentations and discussions were also held with the Nestrans' Transport Consultative Forum and members of the Civic Forum to encourage feedback. Exhibitions were also put on display at the Central Library and at the Trinity Shopping Mall.

Following collation and analysis of the results from this consultation, a Consultation Report has been produced which summarises the findings from the consultation processes on the Consultative Draft LTS. This report was made available on the LTS homepage alongside the Final Draft LTS to illustrate how the results from consultation on the Consultative Draft LTS have been taken on board in preparing the Final Draft.

The consultation period on the Final Draft LTS took place between November 2007 and January 2008, and focussed on the receipt of letter and email response to the specific actions and policies contained within the Final Draft document. Following the end of the consultation period, another Consultation Report was prepared outlining how each of the 424 issues raised during consultation had been considered in preparing the Final LTS.

5. What resource implications are linked to this policy and / or function?

Resource implications of the LTS relate to the capital costs of some of the specific projects that the Strategy will seek to deliver, as well as ongoing operational and staffing costs.

6. How does the policy fit into broader corporate aims?

As presented within the LTS itself, the LTS has been developed in consultation with a range of other policy documents. These include:

- North East Scotland Together (NEST) – Aberdeen City and Aberdeenshire Structure Plan
- Green Spaces: New Places – Aberdeen Local Plan
- Corporate Plan
- Aberdeen futures – Community Plan
- ACSEF – Economic Strategy for the North East
- Environmental Strategy

Review of these documents highlighted that the LTS could help to deliver many of the objectives held within these. For example, the Structure Plan contains a number of core land-use planning objectives that are relevant for the LTS, including:

- to integrate land use and transportation and ensure that development is well related to public transport, especially on the main communication corridors; and
- to create a long-term framework for the communications network, giving preference to public and freight transport, cycling and walking and telecommunications

The Final Draft LTS recognises a strong land-use policy framework that resists development in unsustainable locations and reduces the need to travel is essential to supporting the LTS vision for a sustainable transport system. This builds on guidance from the national level, such as Scottish Planning Policy 17: Planning for Transport, which emphasises that transport can no longer be an afterthought in the development planning process – an ethos supported by the LTS.

Further details of the links between the Transport Strategy and Aberdeen City's wider corporate aims and objectives are included within the LTS itself.

7. What stage is the policy at?

The LTS has been finalised and adopted by the Council as the City's Strategy for improving transport in Aberdeen between the years 2008 to 2012 or until the LTS is next reviewed.

8. What is the target date for completion?

Aberdeen City Council views the LTS as a process rather than a document and thus recognises the importance of ongoing monitoring of the policies and actions outlined in the Strategy. While 2012 is the target date for completion of

the Strategy, as outlined above, the LTS 2008-2012 will remain as the Council's Strategy until the LTS is next reviewed.

9.a. What do we know from existing data and research?

Through consultation and background research, a sound understanding of the key issues and problems that the LTS should seek to address has been developed. This background analysis is presented both within the main body of the Final LTS and within supporting appendices.

9.b. What gaps in knowledge are apparent?

No gaps in knowledge are apparent with regards to equality impact assessment.

9.c. If there are any potential difficulties in getting the data to fill these gaps, please describe these:

N/A

10. Use the table to indicate:

(a) Where you think that the service / strategy / project / policy could have a negative impact on any of the equality target groups i.e. it could disadvantage them / unlawful racial discrimination.

(b) Where you think that the service / strategy / project / policy could have a positive impact on any of the groups or contribute to promoting equality, equal opportunities or improving / promote good relations within equality target groups.

Table 1: Impact of the Local Transport Strategy on Equality Target Groups

Target Group	Positive Impact	Negative Impact	Reason
Women	✓		<p>Delivery of the LTS vision and objectives will improve accessibility for all groups in society, through the range of measures proposed (e.g. improved provision for pedestrians, cyclists and public transport users).</p> <p>Safety and Security is one of the objectives which have been developed for the LTS. Aberdeen City Council supports expanded CCTV coverage that aims to improve safety and perceptions of safety on the transport network.</p> <p>Such measures will have a positive impact, particularly for women who may wish to use public transport but are discouraged due to perceived safety concerns.</p>
Men	✓		<p>Delivery of the LTS vision and objectives will improve accessibility for all groups in society, through the range of measures proposed (e.g. improved provision for pedestrians, cyclists and public transport users).</p>
Asian or Asian British people	✓		<p>Delivery of the LTS vision and objectives will improve accessibility for all groups in society.</p>
Black or Black British people	✓		<p>As above.</p>
Chinese people	✓		<p>As above.</p>
People of mixed race	✓		<p>As above.</p>
White people	✓		<p>As above.</p>
People whose first language is not English	✓		<p>The LTS has not been made available in other languages, although the Council will investigate the possibility of doing so.</p> <p>Furthermore, the Council will seek to ensure that publicity materials containing essential transport information, such as timetables, are produced in alternative languages wherever possible.</p>

Target Group	Positive Impact	Negative Impact	Reason
Learning Disabilities	✓		<p>The LTS has been developed using clear language as far as possible in line with the Scottish Government's Guidance on Local Transport Strategies.</p> <p>The Council will seek to ensure that policy documents such as the LTS and publicity materials containing essential transport information, such as timetables, will be made available in suitable print and large text.</p>
Physical Disabilities	✓		<p>Schemes outlined in the LTS include the Council's Taxi Card scheme which enables people with disabilities to apply for discounted taxi travel within the region. The Council also supports the ongoing availability of the national concessionary scheme for the over 60s and many disabled people.</p> <p>The Council continues to support the national Blue Badge Scheme and will continue to promote the local Green Badge Aberdeen Close Proximity Parking Scheme which enables people with severe disabilities to access specially reserved kerbside spaces in the city centre.</p> <p>The delivery of an improved bus fleet (e.g. DDA compliance) and other measures to ensure DDA compliance of the City's infrastructure and services should also help to improve the accessibility of Aberdeen's transport network for those with physical disabilities.</p>
Sensory Impairment	✓		<p>Ensuring compliance with the relevant DDA policies and offering essential transport information, such as timetables in suitable print and large text will help to improve the accessibility of Aberdeen's transport network for those with sensory impairments.</p>
Elderly / Infirm	✓		<p>The LTS supports the ongoing availability of the national concessionary fares scheme for residents in Scotland aged over 60.</p> <p>The LTS also supports the development and extension of Community Transport services, including Demand Responsive Transport (DRT), which in turn can improve access opportunities for the elderly / infirm and those who cannot access conventional public transport services.</p>

Target Group	Positive Impact	Negative Impact	Reason
Mental Health	✓		People who feel uncomfortable using conventional public transport could benefit from the Strategy's support for the development and extension of Community Transport services, including Demand Responsive Transport (DRT).
Lesbians, gay men, bisexuals and transgender	✓		Delivery of the LTS, particularly the objectives related to social inclusion and accessibility will deliver transport improvements ensuring equal opportunities to all.
Older people (60+)	✓		The LTS supports the ongoing availability of the national concessionary fares scheme for residents in Scotland aged over 60 and various other improvements to transport services that can have positive impacts on the accessibility of older people (e.g. continued development of DRT services).
Younger people (17-25), and children	✓		<p>The LTS contains a strong emphasis on school travel and young people, with the range of actions and policies presented within this section anticipated to have major positive impacts for these groups. For example, the LTS promotes the development of School Travel Plans and supports the Safer Routes to School Programme, as well as the national concessionary travel scheme for 16-18 year olds.</p> <p>The LTS also supports the continued promotion of road safety initiatives which target younger people in society specifically, such as the 'Safe Drive, Stay Alive' campaign.</p>
Faith groups	✓		Delivery of the LTS, particularly the objectives related to social inclusion and accessibility will deliver transport improvements ensuring equal opportunities to all.

Target Group	Positive Impact	Negative Impact	Reason
Equal opportunities and /or improved relations	✓		<p>As presented within the LTS itself, extensive consultation has been undertaken with a wide variety of stakeholders during the preparation of the LTS. Consultation on the various sub-strategies and action plans proposed within the Final LTS will be undertaken as these are being developed.</p> <p>Annual Progress Reports will also be prepared on the LTS, outlining the performance of the LTS against the LTS objectives and targets. The development of Annual Progress Reports and ongoing consultation is believed to be a measure that will improve relations.</p>

Notes:

Faith groups cover a wide range of groupings, the most common of which are Muslims, Buddhists, Jews, Christians, Sikhs and Hindus. Consider faith categories individually and collectively when considering positive and negative impacts.

The categories used in the Race section are those used in the 2001 census. Consideration should be given to the needs of specific communities within the broad categories such as Bangladeshi people and to the needs of other communities such as Turkish / Turkish Cypriot, Greek / Greek Cypriot, Italian and Polish that do not appear as separate categories in the census.

11. If you have indicated there is a negative impact on any group, is that impact:

Legal?

N/A

Intended?

N/A

Level of impact

N/A

12.a) Could you minimise or remove any negative impact that is of low significance?

Explain how:

N/A

12.b) Could you improve the strategy, project or policy's positive impact?

Explain how:

N/A

13. If there is no evidence that the strategy, policy or project promotes equality, equal opportunities or improved relations – could it be adapted so that it does? How?

N/A

14. Do you have any further comments to make?

N/A

Projects, strategies and policies must go through the Second Stage if there is a danger that the negative impact they have on any equality target groups falls into one (or more) of the following categories:

- It is assessed as of high impact
- It is not intentional
- It is illegal or possibly illegal