

Stage 1 Equality Impact Assessment – Initial Screening

Assessor(s) Name(s):	Chris Wells, Principal Officer, Transport Policy and Strategy. Dawn Smith, Planning Policy Officer
Directorate:	Economy and Environment
Date of Completion:	24 January 2013

Name of Policy/Strategy/Service/Function Proposal

Joining Solent Local Transport Body

The Aims, Objectives and Expected Outcomes:

The aim of the delegated decision report is to set out the issues associated with joining with our neighbouring authorities (Hampshire County Council, Portsmouth and Southampton City Councils) and the Solent Local Economic Partnership (SLEP) as a member of the Solent Local Transport Body (SLTB) – the sole aim of which is to draw down, prioritise and allocate government money to fund major (£2m+) transport schemes in the SLEP area.

The expected outcome will be that the Isle of Wight Council joins the SLTB and will then be able to attract additional funds to spend on large transport schemes on the Island.

This function was previously carried out by the Regional Transport Board a body within the South East England Regional Assembly (SEERA).

- This is a proposed change to an existing strategy

Key Questions to Consider in Assessing Potential Impact

Will the policy, strategy, service or council function proposal have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	No
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a “legitimate expectation” for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	No
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	Yes
Could the aims of these proposals be in conflict with the council’s general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	No
Will the proposal have a significant effect on how services or a council function/s is/are delivered?	No
Will the proposal have a significant effect on how other organisations operate?	No
Does the proposal involve a significant commitment of resources?	No
Does the proposal relate to an area where there are known inequalities?	Yes

If you answer **Yes** to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.

If you answer **No** to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service.

Protected Characteristics	Positive	Negative	No impact	Reasons
Age	✓			It is liable that transport schemes developed through the funding achieved through the LTB are liable to benefit sustainable transport and those people with mobility and access difficulties.
Disability	✓			It is liable that transport schemes developed through the funding achieved through this process are liable to benefit sustainable transport and those people with mobility and access difficulties.
Gender Reassignment			✓	No impact
Marriage & Civil Partnership			✓	No impact
Pregnancy & Maternity	✓			It is liable that transport schemes developed through the funding achieved through the LTB are liable to benefit sustainable transport and those people with mobility and access difficulties.
Race			✓	No impact envisaged
Religion / Belief			✓	No impact envisaged
Sex (male / female)			✓	No impact envisaged
Sexual Orientation			✓	No impact envisaged


Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes
<p>The emphasis of this funding process is to improve access to sustainable transport and reduce the impact of travel on the environment. It is liable therefore that transport schemes developed through the funding achieved through the LTB are liable to support travel by sustainable transport and in particular benefit those people with mobility and access difficulties.</p>	

Evidence Considered During Screening
<p>The Local Transport Body will replace some of the transport related functions previously carried out by</p>

the South East England Regional Assembly. This will allow constituent members of the LTB the opportunity to draw down funding from government for transport schemes over £2m and over.

Schemes promoted through the LTB will have been identified through the TfSH Transport Delivery Plan and must meet a set of criteria and assessment requirements as originally established by the government through the Early Assessment and Sifting Tool (EAST) and Web Tag. Key elements of this process will be how any proposal fits with the wider transport and government objectives, the environment and social well being.

The emphasis of the process is to ensure that transport schemes developed using the funding achieved through this process will benefit sustainable transport and those people with mobility and access difficulties.

Head of Service Sign off:	
Advice sought from Legal Services (Name)	Justin Thorne, Principal Lawyer, Legal Services.
Date	7th February 2013

A signed version is to be kept by your team and also an electronic version should be published on the council's website (follow the link from the EIA page on the intranet)

Stage 2 Full Equality Impact Assessment

Assessor(s)Name(s):	Chris Wells, Principal Officer, Transport Policy and Strategy. Dawn Smith, Planning Policy Officer
Directorate:	Economy and Environment
Date of Completion:	24 January 2013

Name of Policy/Strategy/Service/Function Proposal

Joining the Solent Local Transport Body

The Aims, Objectives and Expected Outcomes:

The aim of the delegated decision report is to set out the issues associated with joining with our neighbouring authorities (Hampshire County Council, Portsmouth and Southampton City Councils) and the Solent Local Economic Partnership (SLEP) by becoming a member of the Solent Local Transport Body.

The sole aim of the LTB will be to draw down, prioritise and allocate government money to fund major (£2m+) transport schemes in the SLEP area.

The government is recommending the establishment of LTBs which when formally established will carry out some of the functions previously carried out by the South East Regional Assembly

The government has announced that £28.8m will be made available by them for investment in the Solent Local Transport Body area. The expected outcome will be that the IWC will be able to access some of this additional funding to spend on larger transport schemes on the Island.

It will be necessary for each authority to bid for funds from the LTB and the process by which bids will be prioritised will follow DfT Web Tag guidance. This will take account of the implications of any scheme including how it will impact on the local environment and all the people within the area.

Working with TfSH and the Solent LEP contribute clearly and directly to the council's corporate priorities of driving economic growth and regeneration.

Improving our local transport through additional funding which could potentially be accessed through the LTB would support the Sustainable Communities Strategy, Eco Island and contributes to all of the Eco Island themes – a Thriving Island, a Healthy and Supportive Island, a safe and Well-kept Island and an Inspiring Island.

The structure of the bidding process and the sifting methodology will ensure that spending must take full

account of equality and diversity issues.

The people who will benefit from any additional funding will be all those people who live on and visit the Island and in particular those groups who don't have access to a car or have mobility problems

- This is a proposed change to an existing policy.

Scope of the Equality Impact Assessment

It is considered that the development of major transport schemes achieved by funding through the LTB process will be of general benefit to the Island, its environment, and the people who live and visit the here.

The whole emphasis of the LTB process is to improve local transport and transport facilities. Using the government's rigorous assessment process will favour those transport schemes which improve access and travel by sustainable transport – public transport, walking and cycling.

It is likely therefore that any new money achieved in this way will have the potential to improve the accessibility and facilities for those people on the Island and who visit the Island and who do not have access to a car or through infirmity, disability or personal situation would particularly benefit from access to improved transport and transport facilities.

The table below therefore identifies the numbers of people who could potentially benefit from additional funding in this area.

Total population					
Year	60 -64 Years	65 -74 Years	75 -84 Years	85 -89 Years	90 + years Years
2011	10,994	17,112	10,772	3,257	1,813
(% of population)	8.0	12.4	7.8	2.4	1.3
2021 (projection)	10,555	20,632	14,289	3,831	2,962

Car ownership (Isle of Wight)	Number	% of total
Households without a car.	13,761	22.5

Visitors

Year	2008	2009	2010	2011	2012
Total	2563884	2575084	2575084	2450191	2389183
Day visitors	976,991	1,084,882	1,023,619	908,853	900,909
Overseas visitors	32,536	29,547	40,347	36,154	38,982

Mode of transport used while on the Island - all visitors				
	2009	2010	2011	2012
Private car	66.4%	64.9%	63.6%	64.5%
Walking/on foot	9.3%	8.1%	11.4%	9.3%
Bus	7.4%	8.2%	9.1%	7.8%
Transport provided by friend/relative	6.3%	6.7%	6.2%	7.1%
Coach	5.6%	6.5%	3.6%	5.6%
Taxi	1.1%	1.4%	1.9%	1.8%
Train	1.5%	2.7%	1.8%	1.5%
Bicycle	0.9%	0.7%	1.4%	0.9%
Minibus	1.0%	0.1%	0.8%	0.3%
Rented vehicle	0.2%	0.6%	0.1%	0.3%
Other	0.1%	0.2%	0.2%	0.7%

Health - long-term health problem or disability			
	Day to day activities limited a lot	Day to day activities limited a little	Day to day activities not limited
All persons	14,274	16,972	107,019
%	10.3%	12.3%	77.4%
Persons aged 16 - 64	5,711	7,327	69,597
%	4.1%	5.3%	50.3%

"Long-term health problem or disability: A long-term health problem or disability that limits a person's day-to-day activities, and has lasted or is expected to last at least 12 months. This includes problems that are related to old age. NB: Outcomes are based on people who were asked to assess whether their daily activities were limited a lot, or a little by such a health problem, or whether their daily activities were not limited at all."

Adults with a long-term health problem/disability (IOW)

Households	No adults in employment in household: with dependent children	No adults in employment in household: No dependent children	One person in household with a long-term health problem or disability: with dependent children	One person in household with a long-term health problem or disability: no dependent children
households	2,320	22,863	2,812	15,207
% of households	3.8%	37.4%	4.6%	24.9%

Live births by area of usual residence – 2011 (IOW)

Total Island	1,321
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Visitors to the Island

Annual tourists	2.6m
Number of cross Solent passengers	9.2m

Source: 2013 Census www.ons.gov.uk/census

Further details of the LTB process and consultation undertaken can be found at www.DfT.gov.uk

Details of the Web Tag guidance can be found at www.DfT.gov.uk

Further details of Transport for South Hampshire can be found at www.hants.gov.uk/tfsh

The aim of the LTB is to draw down funding from government in addition to that already being achieved. The likely impact of this additional spend is to put in place larger (£2m+) transport schemes which by design and through prioritisation will improve travel, be of benefit to the local environment and encourage travel by sustainable means – public transport, walking and cycling.

Each bid to the LTB will be considered and then prioritised using a rigorous assessment process so as to ensure that the scheme will be beneficial and can solve current and / or forecast transport problems and provide value for money.

The first part of this process will involve the use of a government recognised early assessment and sifting tool (EAST) which assesses the bid against a set of broad headings including strategic, economic, managerial, financial and commercial. The economic heading requires that consideration is given to a range of issues including how any scheme will impact on carbon emissions, the local environment and the well being of those in the area.

If successful at this stage the final detailed bid will be subject to assessment using DfT Web Tag compliant assessment process which must consider all aspects of the proposal including implications for the entire population including minority, disadvantaged, vulnerable and socially excluded groups.

The outcome of any projects developed through this rigorous process is likely to impact positively on those with mobility or access difficulties such as the more elderly, those with buggies or wheelchairs and for whom the availability of fully accessible transport and improved travel and transport systems are essential.

It is not considered that improving local transport will disadvantage any part of the local population.

Further consideration of the impacts of any scheme will be given at the detailed design and then where appropriate the planning stage – if a planning application is required.

Recommendations

It is considered that sufficient safeguards are in place to ensure that due regard is taken to all members of society and it is recommended that the Isle of Wight Council join the Solent Local Transport Body.

Further consideration will be given to the equality and diversity of those affected through the bidding and assessment process and then again as part of the detailed design and planning process.

Action/Improvement Plan

The table below should be completed using the information from your equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Remove or lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Age	Positive Impact	Achieving additional funding to improve local transport is liable to have a positive impact on those people on the Island who may have accessibility issues as a result of their age – young and old.	It is considered that any impact will be positive.	Further consideration will be given to the equality and diversity of those affected thought the bidding and assessment process and then again as part of the detailed design and planning process.
Disability	Positive Impact	Achieving additional funding to improve local transport is liable to have a positive impact on those people with disabilities.	It is considered that any impact will be positive.	Further consideration will be given to the equality and diversity of those affected thought the bidding and assessment process and then again as part of the detailed design and planning process.
Gender Reassignment	No impact			
Marriage & Civil Partnership	No impact			

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Pregnancy & Maternity	Positive impact	Achieving additional funding to improve local transport is liable to have a positive impact on those people on the Island who may have accessibility issues through pregnancy or with young children in buggies, pushchairs.	It is considered that any impact will be positive.	Further consideration will be given to the equality and diversity of those affected thought the bidding and assessment process and then again as part of the detailed design and planning process.
Race	No impact			
Religion / Belief	No impact			
Sex (male or female)	No impact			
Sexual Orientation	No impact			
HR & workforce issues	No impact			
Human Rights implications if relevant	No impact			
Please remember - actions should have SMART targets and be reported to the Diversity Board (this should be done via your Directorate representative) and incorporated into your service/team Plans and /or objectives of key staff				

Summary**Date of Assessment:**

30 January 2013

**Signed off by Head of
Service/Director****Review date**

January 2013

Date published

7 February 2013