

Equality Impact Assessment

Directorate	Environment and Economy
Service Area	Transport Planning
Policy/Service being assessed	<p>Local Transport Plan 3 (Part A) and the supporting Mode / Topic Strategies (Part B):</p> <p> Accessibility Strategy Congestion Strategy Air Quality Strategy Land Use & Transportation Strategy Airport Accessibility Strategy Bridge Maintenance Strategy Highway Maintenance Strategy Network Management Duty Strategy Sustainable Freight Distribution Strategy Intelligent Transport Systems Strategy Parking Strategy Powered Two Wheeler Strategy Public Transport Strategy Bus Strategy Passenger Rail Strategy Taxi and Private Hire Vehicle Strategy Public Transport Interchange Strategy Bus Information Strategy Community Transport Strategy Changing Travel Behaviour Strategy Walking Strategy Cycling Strategy Rural Strategy Rights of Way & Recreational Highway Strategy </p>
<p>Is this is a new or existing policy/service?</p> <p>If existing policy/service please state date of last assessment</p>	<p>Local Transport Plan 3 (2011-2026) is a new document which replaces the second Local Transport Plan 2006-11.</p>
Head of Service	Graeme Fitton
EIA Review team – List of members	Lisa Jones / Victoria Mumford / Jo Cooper
Date of this assessment	March 2011

Form A1

INITIAL SCREENING FOR STRATEGIES/POLICIES/FUNCTIONS FOR EQUALITIES RELEVANCE TO ELIMINATE DISCRIMINATION AND PROMOTE EQUALITY



High relevance/priority



Medium relevance/priority



Low or no relevance/ priority

Note:

1. Tick coloured boxes appropriately, and depending on degree of relevance to each of the equality strands
2. Summaries of the legislation/guidance should be used to assist this screening process

DEPARTMENT:	Relevance/Risk to Equalities																				
State the Function/Policy /Service/Strategy being assessed:	Gender			Race			Disability			Sexual Orientation			Religion/Belief			Age			Priority status For EIA		
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Local Transport Plan: Part A (p4)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Accessibility Strategy (p9)	✓			✓			✓			✓			✓			✓			✓		
Congestion Strategy (p13)	✓			✓			✓			✓			✓			✓			✓		
Air Quality Strategy (p16)	✓			✓			✓			✓			✓			✓			✓		
Land Use & Transportation Strategy (p19)	✓			✓			✓			✓			✓			✓			✓		
Road Safety Strategy (p23)	✓			✓			✓			✓			✓			✓			✓		
Airport Accessibility Strategy (p27)	✓			✓			✓			✓			✓			✓			✓		
Bridge Maintenance Strategy (p30)	✓			✓			✓			✓			✓			✓			✓		
Highway Maintenance Strategy (p34)	✓			✓			✓			✓			✓			✓			✓		
Network Management Duty Strategy (p37)	✓			✓			✓			✓			✓			✓			✓		
Sustainable Freight Distribution Strategy (p41)	✓			✓			✓			✓			✓			✓			✓		
Intelligent Transport Systems Strategy (p44)	✓			✓			✓			✓			✓			✓			✓		

Parking Strategy (p48)	✓	✓	✓	✓	✓	✓	✓	✓
Powered Two Wheeler Strategy (p52)	✓	✓	✓	✓	✓	✓	✓	✓
Public Transport Strategy (p56)	✓	✓	✓	✓	✓	✓	✓	✓
Bus Strategy (p60)	✓	✓	✓	✓	✓	✓	✓	✓
Passenger Rail Strategy (p64)	✓	✓	✓	✓	✓	✓	✓	✓
Taxi & Private Hire Vehicle Strategy (p68)	✓	✓	✓	✓	✓	✓	✓	✓
Public Transport Interchange Strategy (p71)	✓	✓	✓	✓	✓	✓	✓	✓
Bus Information Strategy (p74)	✓	✓	✓	✓	✓	✓	✓	✓
Community Transport Strategy (p78)	✓	✓	✓	✓	✓	✓	✓	✓
Changing Travel Behaviour Strategy (p81)	✓	✓	✓	✓	✓	✓	✓	✓
Walking Strategy (p85)	✓	✓	✓	✓	✓	✓	✓	✓
Cycling Strategy (p89)	✓	✓	✓	✓	✓	✓	✓	✓
Rural Strategy (p93)	✓	✓	✓	✓	✓	✓	✓	✓
Rights of Way & Recreational Highway Strategy (p97)	✓	✓	✓	✓	✓	✓	✓	✓

Equality Impact Assessment: LOCAL TRANSPORT PLAN (PART A)

Stage 1 – Scoping and Defining

(1) What are the aims and objectives of policy/service?

The County Council is required under the Transport Act 2000 to produce a Local Transport Plan for Warwickshire. Warwickshire's third Local Transport Plan sets out how Warwickshire County Council and its partners will manage and improve transport provision in the County over the period 2011-2026.

The 6 key objectives for Warwickshire's LTP3 are based on the Government's 5 National Transport Goals and are as follows:

- To promote greater equality of opportunity for all citizens in order to promote a fairer, more inclusive society;
- To seek reliable and efficient transport networks which will help promote full employment and a strong, sustainable local and sub-regional economy;
- To reduce the impact of transport on people and the [built and natural] environment and improve the journey experience of transport users;
- To improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- To encourage integration of transport, both in terms of policy planning and the physical interchange of modes;
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with

Details of how the LTP3 objectives will be delivered in Warwickshire are set out in six Area Strategies, each with their own specific objectives to address particular issues in each geographical area.

There are also a range of Mode / Topic Strategies in Part B of the LTP which contain specific objectives, policies and actions relating to each mode of transport or transport theme. The Mode / Topic Strategies have each been subject to separate Equality Impact Assessments. Therefore, this assessment focuses only on the main strategy part of LTP3 (Part A).

The LTP is supported by shorter term Implementation Plans setting out the detailed plans and proposals for transport spending. Warwickshire's first LTP Implementation Plan covers the period 2011/12 – 2015/16.

(2) How does the policy/service fit with the council's wider objectives?

The LTP is closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy. The LTP sets out the role of transport in delivering the three themes and nine outcomes to achieve the Vision of Warwickshire's Sustainable Community Strategy (2009-2026) – People, Places and Prosperity – to make Warwickshire a fair, safe and prosperous place to live where:

- inequalities that exist by geography or within communities are reduced;
- there is good access to services, choice and opportunity;
- sustainability is pursued through balancing our current needs with those of future generations.

The County Council has set its vision of 'working in partnership to put customers first, improve services and lead communities' and the role of the LTP in delivering the 4 priorities under this vision is also explained. For example, improving road safety will contribute towards the priority of 'Protecting the community and making Warwickshire a safer place to live'.

The document also explains how the LTP links to each of the four priorities set out to help achieve the vision of the County Council of 'working in partnership to put customers first, improve services and lead communities'.

The plan has been developed to be consistent with wider corporate plans, policies and studies, such as Warwickshire Blueprint, the Local Economic Assessment and the Childrens and Young People's Plan.

(3) What are the expected outcomes of the policy/service?

Who is intended to benefit from the policy/service and in what way?

The expected outcome can broadly be summarised as an improved and well-managed transport system in Warwickshire over the period 2011-2026. All Warwickshire residents and visitors to the county will benefit from a good quality and well-maintained transport network as transport is an essential part of everyday life.

(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group?

RACE
No

AGE
Yes

GENDER
No

Please identify all groups that are affected	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No
	Other – please specify		
(5) Are there any obvious barriers to accessing the service?	No. Barriers to access relating to transport are assessed in detail in the separate Equality Impact Assessments which have been carried out on each of the LTP3 Mode / Topic Strategies.		
(6) How does the policy/service contribute to promotion of equality?	<p>One of the objectives of Warwickshire’s LTP is to promote greater equality of opportunity for all citizens in order to promote a fairer, more inclusive society. It is acknowledged that inequalities of both opportunity and aspiration exist among and within our communities and are visible across all aspects of our communities, from crime rates to life expectancy, unemployment to educational achievement. A key challenge for the LTP is to ensure that transport does not act as a barrier to improving equality of opportunity and narrowing the gaps within Warwickshire.</p> <p>The Local Transport Plan can influence equality of opportunity in the following ways:</p> <ul style="list-style-type: none"> • Improving accessibility to basic services such as education and training, healthcare, employment, leisure and shopping for certain groups in society to ensure they are not disadvantaged; • Improving affordability of transport to ensure certain groups are not disadvantaged; and • Helping to narrow the gaps between economic growth rates for different areas by ensuring that transport does not act as a barrier to opportunity. <p>The LTP focuses on promoting and improving sustainable modes of transport ie those other than private cars. This will help those living in households without a car, who can be disadvantaged in terms of access to the services and facilities essential for everyday life.</p> <p>Details about how the LTP contributes to the promotion of equality can be found in the separate Equality Impact Assessments which have been carried out on each of the 25 Mode / Topic Strategies within the LTP.</p>		
(7) Does the policy/service have the potential to promote good relations between groups?	One of the underlying objectives of the LTP is to promote greater equality of opportunity for all citizens in order to promote a fairer, more inclusive society. The particular transport needs of groups such as the mobility impaired are therefore considered within the strategy.		

Stage 2 - Information Gathering

(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?

The Local Transport Plan has been developed in accordance with Department for Transport Guidance and with reference to a range of national, regional and local policies and strategies. Extensive local data on a wide range of subjects and evidence from a range of documents has been used in developing all aspects of the strategy. This includes information on air quality, congestion, accidents and socio-demographic data.

(2) What consultation data has been used? What new consultation, if any, do you need to undertake?

The LTP has been developed in collaboration with a range of stakeholders and the public. Consultation and engagement with wider stakeholders and the public has occurred at three key stages during the development of the LTP, as detailed below:

- Prioritising goals and issues for the new LTP
- Agreeing preferred options and the strategy to deal with the goals and issues identified
- Commenting on the draft document

Further consultation has been undertaken as appropriate on a mode / topic basis and this is covered by the Equality Impact Assessments for each of the Mode / Topic Strategies.

Stage 3 – Making a Judgement

(1) From your data and consultations is there any adverse or negative impact identified for any particular group?

No. One of the objectives of the Local Transport Plan and the National Transport Goals on which it is based relates to equality. Improvements to the transport network generally benefit all groups either directly or indirectly.

Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities

EqIAs have been carried out on each of the 25 separate mode and topic strategies within the LTP and the impact of various policies relating to different modes of transport or transport themes on particular groups is considered in greater detail within these assessments.

The Local Transport Plan can be made available in alternative formats such as Braille, audio, large print or other languages.

(2) If there is an adverse impact, can this be justified?

N/a

<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>N/a</p>																									
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>The LTP does promote greater equality of opportunity between different groups, as promoting equality of opportunity for all citizens in order to promote a fairer, more inclusive society is one of its key objectives.</p>																									
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>																										
<p>If No Further Action is required then go to – Review & Monitoring</p> <p>(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>EIA Action Plan</p> <table border="1" data-bbox="779 758 2042 989"> <thead> <tr> <th>Action</th> <th>Lead Officer</th> <th>Date for completion</th> <th>Resource requirements</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>None needed</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Action	Lead Officer	Date for completion	Resource requirements	Comments	None needed																			
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<p>(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan</p>	<p>The Local Transport Plan will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.</p> <p>The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																									

Equality Impact Assessment: LTP3 ACCESSIBILITY STRATEGY

Stage 1 – Scoping and Defining	
(1) What are the aims and objectives of policy/service?	<p>The vision of the Accessibility Strategy is to enable people to reach a range of education, training, employment, healthcare, shopping and leisure opportunities, with a particular focus on improving accessibility for disadvantaged groups and areas. The objectives of the Accessibility Strategy are:</p> <ul style="list-style-type: none"> • To improve access to services via a range of sustainable transport modes, including the provision of an accessible public transport network with a minimum service level that serves all communities in Warwickshire; • To develop safe, convenient, and attractive transport networks to help improve overall access; • To address real and perceived concerns regarding personal safety when using transport infrastructure; • To build on our existing partnership approach to ensure that relevant partners are engaged with and committed to, improving accessibility to core services across Warwickshire; • To influence the choice of site for new developments to ensure the most accessible site is developed • To develop an accessibility assessment process to help lever developer funding to improve accessibility where deemed necessary; • To make information about transport choices widely available at the point of need; • To improve access by delivering services more locally.
(2) How does the policy/service fit with the council’s wider objectives?	<p>The strategy forms part of Warwickshire County Council’s Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire’s Sustainable Community Strategy.</p>

<p>(3) What are the expected outcomes of the policy/service?</p> <p>Who is intended to benefit from the policy/service and in what way?</p>	<p>Improved access to key services via a range of sustainable transport modes, including the provision of an accessible public transport network with a minimum service level that serves all communities in Warwickshire. The strategy also explores and promotes new ways of delivering service provision to reduce the need to travel.</p> <p>It is intended that accessibility improvements will benefit all residents in Warwickshire, but there will be a particular focus on disadvantaged groups and geographic locations.</p>		
<p>(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group?</p> <p>Please identify all groups that are affected</p>	<p>RACE No</p>	<p>AGE No</p>	<p>GENDER No</p>
	<p>RELIGION/BELIEF No</p>	<p>DISABILITY No</p>	<p>SEXUAL ORIENTATION No</p>
	<p>Other – please specify</p>		
<p>(5) Are there any obvious barriers to accessing the service?</p>	<p>The nature of the Accessibility Strategy means that is not about providing a service as such. However, the very purpose of this strategy is to address the transport barriers people face in accessing key services and everyday destinations such as education, training, employment, healthcare, shopping and leisure facilities.</p>		
<p>(6) How does the policy/service contribute to promotion of equality?</p>	<p>Certain groups and geographic locations are identified as experiencing particular problems with accessing the key services listed above. Therefore, this strategy focuses on improving access to key services for these groups and locations, including low-income groups, people with disabilities and those living in isolated rural areas. This will help to reduce social exclusion and promote equality.</p>		
<p>(7) Does the policy/service have the potential to promote good relations between groups?</p>	<p>Yes.</p>		
<p><u>Stage 2 - Information Gathering</u></p>			

<p>(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?</p>	<p>The first Accessibility Strategy was produced following the publication of the Social Exclusion Unit (SEU) report recommending the introduction of a strategy for improving access to key services and destinations. The Accessibility Strategy has been informed by comprehensive national guidance and local data, as well as strategic accessibility assessments and local accessibility assessments, focused on priority areas, groups and issues.</p> <p>The underlying purpose of this strategy is to address the accessibility problems, particularly those experienced by particular groups and locations, which is consistent with the aim to reduce inequalities and reduce social exclusion.</p>
<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>The Accessibility Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	
<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No. The Accessibility Strategy sets out a range of policies and initiatives to positively improve access to key services and destinations for all but particularly for those groups identified as experiencing accessibility problems. There are no adverse or negative impacts on any particular group.</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>N/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>N/a</p>

<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>By particularly focusing on groups which experience the greatest problems in terms of access to everyday services, the Accessibility Strategy is consistent with aims to promote equality of opportunity between different groups and reduce social exclusion.</p>																									
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>																										
<p>If No Further Action is required then go to – Review & Monitoring</p> <p>(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>EIA Action Plan</p> <table border="1" data-bbox="779 611 2040 837"> <thead> <tr> <th>Action</th> <th>Lead Officer</th> <th>Date for completion</th> <th>Resource requirements</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>None needed</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Action	Lead Officer	Date for completion	Resource requirements	Comments	None needed																			
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<p>(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan</p>	<p>The Accessibility Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements. The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																									

Equality Impact Assessment: LTP3 CONGESTION STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	To promote measures aimed at limiting the effects of congestion and improving journey reliability. The primary aim of the strategy is to mitigate the growth of congestion through measures aimed at discouraging the growth of peak period traffic and encouraging use of sustainable modes of transport.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	Reduced growth in congestion and improved journey reliability. The strategy will benefit residents, businesses and visitors in Warwickshire through improved journey reliability and quality of life benefits.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE No	GENDER No
	RELIGION/BELIEF No	DISABILITY No	SEXUAL ORIENTATION No
	Other – please specify:		
(5) Are there any obvious barriers to accessing the service?	No		

(6) How does the policy/service contribute to promotion of equality?	Policy CS1 states that improvements to reduce congestion will not normally be implemented if they are detrimental to the safety and / or convenience of pedestrians, cyclists and public transport users. Certain socio-demographic groups, such as the young, the elderly or those without access to a car may be more dependent on these modes of transport and also be amongst the most vulnerable road users. Therefore, this policy promotes equality between these groups and those using private motorised transport.
(7) Does the policy/service have the potential to promote good relations between groups?	Yes.
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The strategy has been developed with reference to national policies, guidance and best practice. Extensive local traffic survey data has also informed the development of the strategy.
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	The Congestion Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.
<u>Stage 3 – Making a Judgement</u>	
(1) From your data and consultations is there any adverse or negative impact identified for any particular group? Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities	No.
(2) If there is an adverse impact, can this be justified?	N/a

(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	N/a																									
(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?	This strategy is not targeted at any particular group.																									
<u>Stage 4 – Action Planning, Review & Monitoring</u>																										
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(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan	<p>The Local Transport Plan will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.</p> <p>The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																									

Equality Impact Assessment: LTP3 AIR QUALITY STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	To take a proactive approach to maintaining and improving air quality within the County where transport is causing unacceptable levels of air pollution, in order to improve health and quality of life for all.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	That air quality issues related to road transport in Warwickshire are addressed proactively through a range of schemes and measures. Residents of Warwickshire will benefit from health and quality of life improvements resulting from reduced emissions from transport and improved air quality. On a wider scale, reducing harmful emissions from transport can contribute towards tackling climate change.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE No	GENDER No
	RELIGION/BELIEF No	DISABILITY No	SEXUAL ORIENTATION No
	Other – please specify		
(5) Are there any obvious barriers to accessing the service?	No.		
(6) How does the policy/service contribute to promotion of equality?	Young children, the elderly and those with certain health conditions are most affected by poor air quality. Therefore, this strategy will be of particular benefit to these groups.		

(7) Does the policy/service have the potential to promote good relations between groups?	n/a
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The Air Quality Strategy has been produced in accordance with national policy. The Strategy is based on air quality data which highlights areas with poor air quality in Warwickshire.
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	The Air Quality Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.
<u>Stage 3 – Making a Judgement</u>	
(1) From your data and consultations is there any adverse or negative impact identified for any particular group? Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities	No.
(2) If there is an adverse impact, can this be justified?	N/a
(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	N/a

<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>This strategy is not targeted at any particular group but will have particular benefits for certain groups mentioned in section 6.</p>																									
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<p>(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan</p>	<p>The Air Quality Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements. The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																									

Equality Impact Assessment: LTP3 LAND USE & TRANSPORTATION STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	To encourage new development to come forward in an appropriate and sustainable way.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	Sustainable development which offers accessibility in terms of physical access to transport and its availability, to the widest cross section of the population and gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities. All residents of Warwickshire will benefit from improved quality of life resulting from better access to key services and facilities and reduced need to travel. Indirect benefits of encouraging sustainable development and reducing the need to travel by car include improvements for air quality, congestion, safety, health etc for residents and visitors.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE No	GENDER No
	RELIGION/BELIEF No	DISABILITY No	SEXUAL ORIENTATION No
	Other – please specify		
(5) Are there any obvious barriers to accessing the service?	No.		

<p>(6) How does the policy/service contribute to promotion of equality?</p>	<p>The strategy aims to ensure that new developments are accessible by public transport, cycling and walking, thereby helping those groups without a car to access employment opportunities and key services. These include the young, the elderly and those on lower incomes. By supporting sustainable and accessible development, the strategy promotes equality of opportunity for all sections of the community in terms of access to employment and key services.</p>
<p>(7) Does the policy/service have the potential to promote good relations between groups?</p>	<p>Yes.</p>
<p><u>Stage 2 - Information Gathering</u></p>	
<p>(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?</p>	<p>The Land Use and Transportation Strategy has been produced in accordance with national and regional policies on reducing the need to travel and increasing use of sustainable modes of transport. The strategy complements other LTP3 strategies aimed at improving accessibility, reducing congestion, increasing use of sustainable modes of transport etc.</p> <p>The LUTS sets out the overarching principles and policies for ensuring new developments help reduce the need to travel and are accessible by sustainable modes of transport. The strategy does not contain specific details on, for example, standards of provision for public transport for disabled people or for inclusive highway design at new developments, as this information is found within other WCC documents. These include the LTP Bus Strategy and Transport and Roads for Developments.</p>
<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>The Land Use and Transportation Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	

<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	No.																												
<p>(2) If there is an adverse impact, can this be justified?</p>	N/a																												
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	N/a																												
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	This strategy is not targeted at any particular group but has particular benefits for those without access to a car, as described in (6) above.																												
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>																													
<p>If No Further Action is required then go to – Review & Monitoring</p> <p>(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>EIA Action Plan</p> <table border="1" data-bbox="779 1126 2042 1358"> <thead> <tr> <th>Action</th> <th>Lead Officer</th> <th>Date for completion</th> <th>Resource requirements</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>None needed</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				Action	Lead Officer	Date for completion	Resource requirements	Comments	None needed																			
Action	Lead Officer	Date for completion	Resource requirements	Comments																									
None needed																													

(2) Review and Monitoring

State how and when you will monitor policy and EIA Action Plan

The Land Use & Transportation Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.

The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 ROAD SAFETY STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	To improve road safety and reduce the number of people killed or injured on Warwickshire's roads.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	<p>The strategy's main target is to reduce the number of people killed or seriously injured on Warwickshire's roads by 33% by 2015.</p> <p>Improving road safety will benefit all residents in Warwickshire as all are users of the public highway either as motorists, pedestrians, cyclists or wheelchair users. In line with national policy, the strategy particularly focuses on young drivers and motorcyclists amongst its key themes, as these road users experience a disproportionately high accident rate.</p>		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE No	GENDER No
	RELIGION/BELIEF No	DISABILITY No	SEXUAL ORIENTATION No
	Other – please specify		
(5) Are there any obvious barriers to accessing the service?	No.		

<p>(6) How does the policy/service contribute to promotion of equality?</p>	<p>The strategy considers all road users, but has a special focus on reducing casualties amongst children, young people and motorcyclists as these groups have the highest casualty rates. Children are a vulnerable road user group and parental road safety concerns can prevent children walking and cycling to school and other destinations, contributing towards health problems, obesity and social exclusion. Road safety education, cycle and pedestrian training and provision of safer walking and cycling routes to school can help address these issues. Young people and motorcyclists are also identified as having disproportionately high casualties and therefore are a particular focus of the strategy.</p>
<p>(7) Does the policy/service have the potential to promote good relations between groups?</p>	<p>Yes.</p>
<p><u>Stage 2 - Information Gathering</u></p>	
<p>(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?</p>	<p>The Road Strategy has been produced with reference to national policy on improving road safety and adopts the key themes set out in the Government's national road safety strategy. The strategy uses a range of local data on road casualties to identify the highest priorities amongst the key themes. A data-led approach is used to analyse the circumstances in which road casualties occur in order to understand behaviour, attitudes and motivations of road users and help devise effective interventions to combat casualties.</p>
<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>The Road Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	

<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No.</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>N/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>N/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>Although the overall aim of the Road Safety Strategy is to improve safety and reduce casualties on Warwickshire's roads, certain policies are targeted at particular groups in line with the national key thematic challenges set out in the Government's road safety strategy, 'A Safer Way'. These include pedestrian and cycle casualties in our towns (particularly in deprived communities) and children and young people. These groups have been targeted because they are vulnerable road user groups and have high casualty rates, both nationally and locally.</p>
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>	

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
None needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The Road Safety Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.
The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 AIRPORT ACCESSIBILITY STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	Affordable, accessible, safe, convenient and sustainable surface access provision to airports in or near the County, capable of meeting local and longer distance demand, improving accessibility and reducing social exclusion.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	Improved access and more sustainable transport links to airports in and near Warwickshire. Users of airport facilities travelling from or through Warwickshire should benefit from this strategy through provision of improved options for sustainable transport access. The wider public should benefit indirectly through improved quality of life, reduced CO2 emissions and reduced congestion resulting from increased use of public transport to access airports in and around the County boundary.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE No	GENDER No
	RELIGION/BELIEF No	DISABILITY No	SEXUAL ORIENTATION No
	Other – please specify		
(5) Are there any obvious barriers to accessing the service?	No		
(6) How does the policy/service contribute to promotion of equality?	N/a		

(7) Does the policy/service have the potential to promote good relations between groups?	See above.
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The Strategy has been developed within the national, regional and local policy environment and aims to be consistent with the wider framework. The delivery of surface access improvements involves working with a wide range of partners, including public transport operators and other local authorities.
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	The Airport Accessibility Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.
<u>Stage 3 – Making a Judgement</u>	
(1) From your data and consultations is there any adverse or negative impact identified for any particular group? Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities	No.
(2) If there is an adverse impact, can this be justified?	N/a
(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	N/a

<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	N/a																													
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>																														
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None needed																														
<p>(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan</p>	<p>The Airport Accessibility Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements. The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																													

Equality Impact Assessment: LTP3 BRIDGE MAINTENANCE STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	To ensure that the 1400 bridges and other structures in Warwickshire are maintained for users and the community in a state that is safe for use and fit for purpose.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	All highway users in Warwickshire, whether they are pedestrians, cyclists or motorists, will benefit from a well-maintained highway network, including bridges.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE Yes	GENDER No
	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No
	Other – please specify		

<p>(5) Are there any obvious barriers to accessing the service?</p>	<p>Physical access over bridges for pedestrians, including elderly people or those with mobility or visual impairments, depends on adequate provision of a footway. A separate EIA has been carried out on the core service provided by the Bridge Maintenance section, which concludes that the above is the only issue relating to equalities. A review of footway provision on all of Warwickshire's bridges has subsequently been carried out and this established that the majority of bridges are readily accessible and have good footways or no need for a footway. 11 out of 1247 bridges were considered in need of further action and recommendations have been made to address the issues.</p>
<p>(6) How does the policy/service contribute to promotion of equality?</p>	<p>By ensuring that bridges are accessible for all road users, including the vulnerable road users mentioned in (5) above.</p>
<p>(7) Does the policy/service have the potential to promote good relations between groups?</p>	<p>Yes.</p>
<p><u>Stage 2 - Information Gathering</u></p>	
<p>(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?</p>	<p>The policies and methods of working set out in the Bridges Strategy are in accordance with national, regional and local policies. The County Council has adopted the final version of the National Bridge Maintenance Code of Practice document. The separate EIA carried out to examine the equality impacts of the Bridges procedures and practices referred to in (5) above has also helped in making a judgement on this strategy.</p>
<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>The Bridge Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	

<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No. The needs of all highway users are considered within the strategy, as detailed above.</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>N/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>N/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>N/a. The strategy is not targeted at any particular group.</p>
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>	

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
None needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The Bridge Maintenance Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.
The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 HIGHWAY MAINTENANCE STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	That the highway network is maintained to ensure that it is kept in a safe condition for all types of road user and that the asset value is maintained.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	The strategy will benefit all types of road users in Warwickshire, both residents and visitors, by ensuring that the public highway is in a safe condition.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE Yes	GENDER No
	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No
	Other – please specify		
(5) Are there any obvious barriers to accessing the service?	No		
(6) How does the policy/service contribute to promotion of equality?	The Highway Maintenance strategy considers the needs of all types of road users, including pedestrians with impaired mobility or sight, and therefore contributes to promotion of equality. The strategy also recognises that old people are less able to cope with uneven surfaces than young people and this is reflected in footway maintenance activities.		

(7) Does the policy/service have the potential to promote good relations between groups?	Yes.
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	Highway maintenance works are informed by significant amount of consultation, user feedback and survey work.
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	The Highway Maintenance Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan. Public Satisfaction Surveys on highway maintenance are carried out regularly and feedback analysed to identify improvements that can be made in the service delivery processes.
<u>Stage 3 – Making a Judgement</u>	
(1) From your data and consultations is there any adverse or negative impact identified for any particular group? Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities	No
(2) If there is an adverse impact, can this be justified?	N/a

(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	N/a																									
(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?	The Highway Maintenance Strategy is not targeted at any particular groups but ensures that all road users are considered in highway maintenance activities.																									
<u>Stage 4 – Action Planning, Review & Monitoring</u>																										
<p>If No Further Action is required then go to – Review & Monitoring</p> <p>(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>EIA Action Plan</p> <table border="1" data-bbox="779 759 2040 991"> <thead> <tr> <th>Action</th> <th>Lead Officer</th> <th>Date for completion</th> <th>Resource requirements</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>None needed</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Action	Lead Officer	Date for completion	Resource requirements	Comments	None needed																			
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None needed																										
(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan	<p>The Highway Maintenance Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.</p> <p>The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																									

Equality Impact Assessment: LTP3 NETWORK MANAGEMENT DUTY

Stage 1 – Scoping and Defining	
<p>(1) What are the aims and objectives of policy/service?</p>	<p>The vision that Warwickshire has for its road network is ‘one on which people travel safely, with reliable journey times and that they have the best available information to ensure that they can make informed choices as to how they will travel in and through Warwickshire’.</p> <p>The core objective of the Network Management Duty Strategy is to focus on the challenge of economic growth whilst at the same time reducing greenhouse gas emissions. Key objectives to:</p> <ul style="list-style-type: none"> • Reduce the environmental impact of traffic (in terms of its speed, volume and emissions) on environmentally sensitive areas; • Protect the public from harm caused by transport and promote modes that are beneficial to health; • Deliver reliable and efficient transport that supports economic growth; • Design transport infrastructure to be sensitive to its surroundings; • Ensure that decisions taken regarding transport do not compromise the needs of future generations.
<p>(2) How does the policy/service fit with the council’s wider objectives?</p>	<p>The strategy forms part of Warwickshire County Council’s Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire’s Sustainable Community Strategy.</p>
<p>(3) What are the expected outcomes of the policy/service?</p> <p>Who is intended to benefit from the policy/service and in what way?</p>	<p>A well-managed road network in Warwickshire which will contribute towards improving air quality, congestion, health and quality of life. Economic growth will be assisted whilst greenhouse gases will be reduced.</p> <p>All residents and visitors to Warwickshire will benefit from the improvements listed above, together with reliable and accurate information on traffic, travel and planned disruptions to the road network, enabling better planning for local journeys and choice of travel options.</p>

(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group?	RACE No	AGE No	GENDER No
Please identify all groups that are affected	RELIGION/BELIEF No	DISABILITY No	SEXUAL ORIENTATION No
(5) Are there any obvious barriers to accessing the service?	No		
(6) How does the policy/service contribute to promotion of equality?	The strategy aims to cater for all forms of road user, e.g. cyclists and pedestrians (which includes those with mobility or sensory impairments) on a level footing with vehicular traffic. Therefore, those groups or individuals without access to a car will also benefit from a better managed road network and improved information traffic and travel information.		
(7) Does the policy/service have the potential to promote good relations between groups?	n/a		
Stage 2 - Information Gathering			
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	<p>The Network Management Duty Strategy has been developed in response to the Traffic Management Act (2004) which introduced the Network Management Duty (NMD) for local highway authorities. The scope of the duty is wide and includes the following requirements:</p> <ul style="list-style-type: none"> • To consider the needs of all road users, including utilities; • To manage the road space for everyone; • To identify current and future causes of congestion and disruption, and to plan and take action accordingly; <p>As well as the above legislation and national guidance, the strategy has also been formed by liaison with stakeholders, neighbouring authorities and the West Midlands Traffic Managers Forum.</p>		

<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>The strategy forms part of the Local Transport Plan 2011, which has been subject to an extensive consultation with stakeholders and the public. Feedback from the consultation has been used to develop the final document where appropriate.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	
<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No.</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>n/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>n/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>n/a</p>

Stage 4 – Action Planning, Review & Monitoring

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
None needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The Network Management Duty Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.
The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 SUSTAINABLE FREIGHT DISTRIBUTION STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	(i) To achieve an appropriate balance between the need to sustain and support the Sub-Regional and local economy whilst protecting and improving the environment; (ii) To encourage operating efficiency and the dissemination of best practice in freight transport; (iii) To encourage integration within and between all freight transport modes.		
(2) How does the policy/service fit with the council’s wider objectives?	The strategy forms part of Warwickshire County Council’s Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire’s Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	Efficient and sustainable freight distribution to contribute towards improving the economy and quality of life. The strategy should contribute towards improving quality of life for all residents of Warwickshire by minimising the impact of freight distribution on residential areas, rural areas and other sensitive areas.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE No	GENDER No
	RELIGION/BELIEF No	DISABILITY No	SEXUAL ORIENTATION No
	Other – please specify		
(5) Are there any obvious barriers to accessing the service?	No		

(6) How does the policy/service contribute to promotion of equality?	The Sustainable Freight Distribution Strategy does not provide a service to the public as such but is a strategy for managing freight transport and minimising the impact on the environment and quality of life for Warwickshire residents. Therefore, it does not directly contribute towards the promotion of equality.
(7) Does the policy/service have the potential to promote good relations between groups?	See above.
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	Partnership working with other local authorities, the freight industry, business and commerce representatives, environmental groups and local residents helps to bring forward improvements. Much of the implementation of freight policy is undertaken through the West Midlands Regional Transport Strategy, LTPs and Freight Quality Partnerships
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	The Sustainable Freight Distribution Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.
<u>Stage 3 – Making a Judgement</u>	
(1) From your data and consultations is there any adverse or negative impact identified for any particular group? Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities	No.
(2) If there is an adverse impact, can this be justified?	n/a

<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>n/a</p>																													
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>See (6)</p>																													
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>																														
<p>If No Further Action is required then go to – Review & Monitoring</p> <p>(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>EIA Action Plan</p> <table border="1" data-bbox="779 759 2042 991"> <thead> <tr> <th data-bbox="779 759 1032 836">Action</th> <th data-bbox="1032 759 1285 836">Lead Officer</th> <th data-bbox="1285 759 1538 836">Date for completion</th> <th data-bbox="1538 759 1792 836">Resource requirements</th> <th data-bbox="1792 759 2042 836">Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="779 836 1032 874">None needed</td> <td data-bbox="1032 836 1285 874"></td> <td data-bbox="1285 836 1538 874"></td> <td data-bbox="1538 836 1792 874"></td> <td data-bbox="1792 836 2042 874"></td> </tr> <tr> <td data-bbox="779 874 1032 912"></td> <td data-bbox="1032 874 1285 912"></td> <td data-bbox="1285 874 1538 912"></td> <td data-bbox="1538 874 1792 912"></td> <td data-bbox="1792 874 2042 912"></td> </tr> <tr> <td data-bbox="779 912 1032 951"></td> <td data-bbox="1032 912 1285 951"></td> <td data-bbox="1285 912 1538 951"></td> <td data-bbox="1538 912 1792 951"></td> <td data-bbox="1792 912 2042 951"></td> </tr> <tr> <td data-bbox="779 951 1032 991"></td> <td data-bbox="1032 951 1285 991"></td> <td data-bbox="1285 951 1538 991"></td> <td data-bbox="1538 951 1792 991"></td> <td data-bbox="1792 951 2042 991"></td> </tr> </tbody> </table>					Action	Lead Officer	Date for completion	Resource requirements	Comments	None needed																			
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None needed																														
<p>(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan</p>	<p>The Freight Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.</p> <p>The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																													

Equality Impact Assessment: LTP3 INTELLIGENT TRANSPORT SYSTEMS STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	The Intelligent Transport Systems (ITS) Strategy sets out the role that ITS plays in Warwickshire in supporting the enhanced mobility of people and goods, safer travel, better social inclusion, improved air quality and supporting the delivery of network management duties of the Traffic Management Act (2004). The document aims to outline the specific plans that the County Council have for the deployment of ITS in the context of national and local goals over the period of 2011-2016.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	That ITS is utilised effectively in Warwickshire to achieve a range of objectives. All Warwickshire residents will potentially benefit from the strategy, as ITS can be used to improve conditions for all types of road users. For example, ITS can help reduce congestion by improving traffic flow, e.g. through provision of variable message signs. It can also provide improved travel information for all types of road users e.g. real-time information for bus passengers and parking space availability to drivers. ITS can also indirectly contribute towards improving air quality by managing traffic on the roads appropriately and helping to increase use of other modes of transport, which will particularly benefit people living in urban areas and those with health conditions affected by poor air quality.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE No	GENDER No
	RELIGION/BELIEF No	DISABILITY No	SEXUAL ORIENTATION No

	Other – please specify
(5) Are there any obvious barriers to accessing the service?	No
(6) How does the policy/service contribute to promotion of equality?	<p>The nature of the ITS Strategy means there is limited scope to directly contribute towards the promotion of equality. However, certain elements of ITS can indirectly help to improve accessibility for groups such as the elderly, mobility impaired and those on lower incomes through the provision of real-time information for bus users, bus priority signals and pedestrian crossing facilities.</p> <p>Policy ITS3 states that ‘The County Council will plan the use of the road network to balance the competing needs of all road users and will seek to achieve safety and environmental polices’, thereby ensuring that all types of road users are considered in ITS use.</p>
(7) Does the policy/service have the potential to promote good relations between groups?	n/a
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The ITS Strategy is a comprehensive and largely technical document based on a range of data. It is considered that this type of strategy was limited potential to impact on equality issues.

<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>The ITS Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	
<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>n/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>n/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>n/a</p>
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>	

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
None needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The ITS Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.
The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 PARKING STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	To effectively manage the supply and enforcement of parking to complement the County Council’s overall transport strategy.		
(2) How does the policy/service fit with the council’s wider objectives?	The strategy forms part of Warwickshire County Council’s Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire’s Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	Effective management of car parking in the County, contributing towards managing congestion and the effects of congestion and wider transport goals. The strategy will potentially benefit all residents and visitors in Warwickshire, through effectively managed car parking and reduced congestion in town centres.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE Yes	GENDER Yes
	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No
	Other – please specify: People on low incomes and people living in rural areas.		
(5) Are there any obvious barriers to accessing the service?	People with mobility impairments may be restricted to using parking spaces located immediately adjacent to their destination. Certain groups, particularly women, may be deterred from using some parking facilities after dark due to personal security concerns. (It should be noted that off-street parking provision is managed by District / Borough Councils, with the County Council responsible only for on-street parking provision).		

(6) How does the policy/service contribute to promotion of equality?	Policy P5 states that the Council will ensure parking is accessible by increasing disabled parking in line with guidance, giving particular attention to central areas and including supporting the introduction or expansion of Shopmobility schemes where appropriate.
(7) Does the policy/service have the potential to promote good relations between groups?	n/a
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The strategy has been developed in line with national and regional policy. The strategy also considers current issues in each of the districts / boroughs in Warwickshire and uses evidence from individual studies undertaken in each town.
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	The Parking Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.
<u>Stage 3 – Making a Judgement</u>	

<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No. The needs of disabled people will be met through provision of parking spaces for blue badge holders, in line with the County Council's Parking Policy, adopted in 2007. (As this is a separate policy document, it is not within the scope of this EqlA). Policy P5 states that the Council will ensure parking is accessible by increasing disabled parking in line with guidance, giving particular attention to central areas and including supporting the introduction or expansion of Shopmobility schemes where appropriate.</p> <p>Whilst parking charges can impact most on people with lower incomes or those living in rural areas due to the lack of alternative transport options to the car, the Parking Strategy sets out a balanced approach to parking provision which contributes towards a number of wider objectives, such as the need to increase use of sustainable modes of transport to reduce congestion and pollution etc. The strategy includes free parking provision for cycles and powered-two-wheelers, which are more affordable forms of transport. It should be noted that the management of the supply and pricing of on-street parking is set out within the County Council's published parking policies, which are separate policy documents and therefore not within the scope of this EqlA.</p> <p>The strategy aims to ensure parking facilities are easily accessible and that the facilities, and access and egress from them, are safe and secure. This will benefit all users, but particularly people with mobility problems and women using parking facilities after dark.</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>n/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>n/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>The strategy is not targeted at any particular group but it does promote equality of opportunity between different groups in a range of ways, by ensuring the particular needs of groups such as disabled people are considered.</p>

Stage 4 – Action Planning, Review & Monitoring

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
None needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The Parking Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.

The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 POWERED TWO WHEELER STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	The vision of the Powered Two Wheeler Strategy (PTW) is ‘A motorcycle friendly highway network with good access to secure on and off-road parking and interchange with other modes, which is used by informed and safety conscious road users who are aware of other’s needs’.		
(2) How does the policy/service fit with the council’s wider objectives?	The strategy forms part of Warwickshire County Council’s Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire’s Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	<p>The PTW Strategy will help to:</p> <ul style="list-style-type: none"> • Tackle rural accessibility issues, particularly where public transport is not financially or commercially viable; • Maximise access to affordable means of travel for employment, services and leisure activities, including integration with other modes of travel; • Highlight the potential environmental benefits of PTW use compared to private car use, particularly where walking, cycling or public transport is not a viable alternative; • Encourage the safe and responsible behaviour of all road users, including tackling the vulnerability of PTW to actions of other road users; and • Consider the needs of PTW users in the design and maintenance of highway infrastructure. <p>The main benefit of the PTW strategy will be PTW users themselves, although there will be wider benefits for the community through reduced congestion and improved air quality.</p>		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group?	RACE No	AGE No	GENDER No

Please identify all groups that are affected	RELIGION/BELIEF No	DISABILITY No	SEXUAL ORIENTATION No
(5) Are there any obvious barriers to accessing the service?	Other – please specify The nature of this strategy is that it is aimed at making positive improvements for a certain category of road users. Clearly, not everyone is able or willing to use a PTW for a range of reasons, whether it be personal choice or due to a disability or mobility restriction. However, this is not considered to constitute exclusion of or discrimination against non-PTW users.		
(6) How does the policy/service contribute to promotion of equality?	PTWs are a relatively affordable form of personal transport when compared to cars, helping to improve access to employment and key services for those without access to a car, particularly the young and those on low incomes or living in rural areas where public transport, walking and cycling are less viable.		
(7) Does the policy/service have the potential to promote good relations between groups?	n/a		
<u>Stage 2 - Information Gathering</u>			
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The Strategy has been developed in line with the national, regional and local policies. National and local data, for example on road safety and accidents, has informed the strategy.		
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	The PTW Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.		
<u>Stage 3 – Making a Judgement</u>			

<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No.</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>n/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>n/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>This strategy is targeted at a particular group of road users, PTW users, because PTW use has benefits for the environment, congestion and accessibility, helping to meet LTP and wider objectives. Additionally, PTW have a disproportionately high accident rate which needs to be addressed (further policies and action on this issue can be found in the Road Safety Strategy). The PTW strategy forms part of the Local Transport Plan 2011, which includes a range of other strategies covering other transport modes.</p>
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>	

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
None needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The PTW Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.
The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 PUBLIC TRANSPORT STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	<p>The vision of Warwickshire County Council’s Public Transport Strategy is:</p> <p>‘An affordable, accessible, safe, convenient, environmentally sustainable and integrated public transport network, capable of attracting an increasing market share for public transport thereby contributing to the achievement of the objectives in the Warwickshire’s Local Transport Plan 2011’.</p> <p>The aim of the Public Transport Strategy and the subsidiary public transport strategies is to grow the market for public transport by making the product attractive both to existing and potential users alike. It will achieve significant improvement in the provision of public transport services and facilities to the people of Warwickshire by following a customer focused approach designed to identify and overcome barriers to the use of public transport.</p>		
(2) How does the policy/service fit with the council’s wider objectives?	<p>The strategy forms part of Warwickshire County Council’s Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire’s Sustainable Community Strategy.</p>		
<p>(3) What are the expected outcomes of the policy/service?</p> <p>Who is intended to benefit from the policy/service and in what way?</p>	<p>Better public transport services and facilities which will address the needs of both current and potential passengers in Warwickshire and deliver the transport objectives of the Government and the County Council.</p> <p>All existing and potential users of public transport in Warwickshire will benefit from the Strategy through improvements to public transport services, helping to improve accessibility to key services and facilities essential for everyday life.</p>		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group?	<p>RACE</p> <p>No</p>	<p>AGE</p> <p>Yes</p>	<p>GENDER</p> <p>No</p>

Please identify all groups that are affected	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No
(5) Are there any obvious barriers to accessing the service?	Other – please specify: No. Any issues relating to physical access to public transport or provision of information on public transport services will be covered by the subsidiary public transport strategies, such as the Bus Strategy, Passenger Rail Strategy and Public Transport Information Strategy.		
(6) How does the policy/service contribute to promotion of equality?	People on low incomes are more dependent upon public transport to access employment, health, education, shopping and leisure opportunities. The elderly, young people and people with disabilities can also be more reliant on public transport. In Warwickshire, 19% of households do not have a car, meaning that they are disadvantaged compared to those living in car-owning households. Therefore, improvements to public transport can help to promote equality of opportunity amongst these groups.		
(7) Does the policy/service have the potential to promote good relations between groups?	The Public Transport Strategy objectives will be delivered by the following subsidiary strategies: Bus Strategy, Bus Information Strategy, Passenger Rail Strategy, Community Transport Strategy, Taxis & Private Hire Strategy and Public Transport Interchange Strategy. The level of detail required for this question can be found in the above strategies and therefore will be covered by the separate EIAs carried out on each of these strategies.		

<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	<p>The strategy has been developed in line with national policies and a number of specifically public transport-related structural, statutory and policy contexts. The strategy has been prepared in consultation with a wide range of stakeholders, including user groups, other local authorities, operators, interest groups and potential partners. National data on public transport use, local socio-demographic data and information on local travel patterns has also informed the strategy.</p> <p>The subsidiary strategies listed above will deliver the objectives of the Public Transport Strategy and these have been developed using further mode-specific evidence and information (see EIAs for above strategies).</p>
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	<p>In addition to the above-mentioned consultations, the Public Transport Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p>
<u>Stage 3 – Making a Judgement</u>	
(1) From your data and consultations is there any adverse or negative impact identified for any particular group?	No.
Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities	
(2) If there is an adverse impact, can this be justified?	n/a

(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	n/a																													
(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?	n/a																													
<u>Stage 4 – Action Planning, Review & Monitoring</u>																														
<p>If No Further Action is required then go to – Review & Monitoring</p> <p>(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>EIA Action Plan</p> <table border="1" data-bbox="779 719 2040 948"> <thead> <tr> <th data-bbox="779 719 1032 794">Action</th> <th data-bbox="1032 719 1285 794">Lead Officer</th> <th data-bbox="1285 719 1538 794">Date for completion</th> <th data-bbox="1538 719 1792 794">Resource requirements</th> <th data-bbox="1792 719 2040 794">Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="779 794 1032 834">None needed</td> <td data-bbox="1032 794 1285 834"></td> <td data-bbox="1285 794 1538 834"></td> <td data-bbox="1538 794 1792 834"></td> <td data-bbox="1792 794 2040 834"></td> </tr> <tr> <td data-bbox="779 834 1032 874"></td> <td data-bbox="1032 834 1285 874"></td> <td data-bbox="1285 834 1538 874"></td> <td data-bbox="1538 834 1792 874"></td> <td data-bbox="1792 834 2040 874"></td> </tr> <tr> <td data-bbox="779 874 1032 914"></td> <td data-bbox="1032 874 1285 914"></td> <td data-bbox="1285 874 1538 914"></td> <td data-bbox="1538 874 1792 914"></td> <td data-bbox="1792 874 2040 914"></td> </tr> <tr> <td data-bbox="779 914 1032 948"></td> <td data-bbox="1032 914 1285 948"></td> <td data-bbox="1285 914 1538 948"></td> <td data-bbox="1538 914 1792 948"></td> <td data-bbox="1792 914 2040 948"></td> </tr> </tbody> </table>					Action	Lead Officer	Date for completion	Resource requirements	Comments	None needed																			
Action	Lead Officer	Date for completion	Resource requirements	Comments																										
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(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan	<p>The Public Transport Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.</p> <p>The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																													

Equality Impact Assessment: LTP3 BUS STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	The purpose of the Bus Strategy is to set out what is needed within Warwickshire to ensure excellent bus services that will address the needs of both current and potential passengers in Warwickshire and deliver the transport objectives of the Government and County Council.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	<p>An improved network of bus services in Warwickshire.</p> <p>The strategy is aimed at improving the quality of bus services for existing and potential bus users in Warwickshire and so can potentially benefit most residents of Warwickshire. However, bus services are more viable in urban areas and some smaller villages and rural areas are unable to support a regular bus service. Therefore, residents of Warwickshire's towns will most benefit from the Bus Strategy, whilst some residents of rural areas will not benefit from proposed improvements. However, it should be noted that the majority of bus services are operated on a commercial basis and the County Council has limited control over the level of services provided.</p>		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE Yes	GENDER No
	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION NO
Other – please specify: People living in some rural areas of Warwickshire.			

<p>(5) Are there any obvious barriers to accessing the service?</p>	<p>As mentioned above, the bus network is not always effective in meeting the existing and future needs of dispersed and hard-to-reach communities and rural dwellers may not have access to a bus service or the service may not meet their particular needs. It is not possible to provide bus services which meet everyone's travel needs and cater for all the journeys people make.</p> <p>Physical access to the bus network, both in terms of reaching bus stops and accessing buses, may be difficult for those with a visual or physical disability. Similarly, older people may have difficulty accessing bus services if they have limited mobility. Those with reduced mobility may find accessing buses more difficult since not all buses in Warwickshire are fully accessible. In addition, each bus only has provision for one wheelchair, causing difficulties for some travellers.</p> <p>Women may feel less safe traveling by public transport in the evening, particularly as journeys by bus generally involve a walk at either end.</p>
<p>(6) How does the policy/service contribute to promotion of equality?</p>	<p>The Bus Strategy includes provisions to make bus services more accessible for diverse groups, including people with disabilities. Under Policy PTB2 on Quality of Service, the Bus Strategy aims to address access to bus stops and interchanges by people with physical or sensory disabilities. Also under this policy, it is stated that timetables, routes and fares should be readily available, easy to understand and be simple to use.</p>
<p>(7) Does the policy/service have the potential to promote good relations between groups?</p>	<p>n/a</p>
<p><u>Stage 2 - Information Gathering</u></p>	
<p>(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?</p>	<p>The strategy has been developed in line with national policies and a number of specifically bus-related structural, statutory and policy contexts. Ongoing consultation, market research, data collection and monitoring of public transport services is conducted in order to gain a better understanding of people's needs and expectations.</p>

<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>In addition to the above-mentioned consultations, the Bus Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups, operators and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p> <p>The strategies have been prepared in consultation with stakeholders and have incorporated and addressed the views received and this has helped to produce strategies for public transport which address the needs of current and potential users and which will deliver the desired outcomes.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	
<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No. The overall impact of the Bus Strategy is a positive one as it aims to improve public transport services for all and to ensure they are accessible to different groups. However, as mentioned above, it is not possible for buses to provide for all transport needs, particularly for people living in rural areas where demand is low. The majority of the bus services in Warwickshire are operated on a commercial basis by private companies and approximately 89% of bus passenger journeys are made on these services. To ensure that bus services are provided to other parts of Warwickshire not served by the commercial bus network, Warwickshire County Council procures additional bus services through competitive tender. These additional, subsidised, bus services account for the remaining 11% of bus passenger journeys.</p> <p>Some of the barriers identified in section 5 are addressed through other daughter documents of the LTP. The Community Transport Strategy and Accessibility Strategy contain policies and measures aimed at providing for the transport needs of dispersed and hard-to-reach communities and rural dwellers. The LTP Walking Strategy has a policy on safety and personal security for journeys on foot, such as to access bus services.</p> <p>Together, these actions will help to improve access to bus services for different groups.</p>

(2) If there is an adverse impact, can this be justified?	n/a																									
(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	n/a																									
(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?	n/a																									
<u>Stage 4 – Action Planning, Review & Monitoring</u>																										
<p>If No Further Action is required then go to – Review & Monitoring</p> <p>(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>EIA Action Plan</p> <table border="1" data-bbox="779 911 2040 1139"> <thead> <tr> <th>Action</th> <th>Lead Officer</th> <th>Date for completion</th> <th>Resource requirements</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>None needed</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Action	Lead Officer	Date for completion	Resource requirements	Comments	None needed																			
Action	Lead Officer	Date for completion	Resource requirements	Comments																						
None needed																										
(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan	<p>The Bus Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.</p> <p>The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																									

Equality Impact Assessment: LTP3 PASSENGER RAIL STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	To set out what is needed within Warwickshire to ensure excellent passenger rail services which will address the needs of both current and potential passengers in Warwickshire and deliver the transport objectives of the Government and the County Council. The vision of the Passenger Rail Strategy is ‘an affordable, accessible, safe, convenient, environmentally-friendly and integrated network of rail services, capable of attracting an increasing market share for rail thereby contributing to the achievement of the objectives in Warwickshire’s Local Transport Plan 2011’.		
(2) How does the policy/service fit with the council’s wider objectives?	The strategy forms part of Warwickshire County Council’s Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire’s Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	<p>The expected outcome of the Passenger Rail Strategy is the promotion of a passenger rail network which:</p> <ul style="list-style-type: none"> • Offers accessibility through the public transport system, both in terms of physical access to transport and its availability, to the widest cross section of the population; • Gives people (including those who do not have access to cars) more travel choices to access work, services and leisure activities; • Offers affordable fares to passengers; • Provides an attractive and sustainable alternative to the car thereby helping to reduce congestion and improving the environment; and • Encourages integration with other modes of transport. <p>The strategy is intended to benefit existing and potential rail users, both residents of Warwickshire and those working within / visiting the County.</p>		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group?	RACE No	AGE Yes	GENDER No

Please identify all groups that are affected	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION NO
(5) Are there any obvious barriers to accessing the service?	Other – please specify Whilst there is a rail station in each of Warwickshire’s main towns, some smaller towns and most villages in the county do not have a station. This means that some people, especially those living in more rural areas, do not have easy access to rail services. Additionally, use of rail services requires knowledge of train timetables and some groups may find it difficult to access this information.		
(6) How does the policy/service contribute to promotion of equality?	The strategy promotes access to rail services for all users, including those with physical or sensory difficulties. Parents with young children in pushchairs will also benefit from access improvements at rail stations. The strategy also encourages affordable rail fares to enable people from all income groups to use rail services.		
(7) Does the policy/service have the potential to promote good relations between groups?	Policy PTRP2 on ‘Quality of Service’ states that the County Council will encourage provision of rail services which are accessible and that access to rail stations by people who have difficulties because of health, physical or sensory difficulties should be addressed.		
<u>Stage 2 - Information Gathering</u>			
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The strategy has been developed in line with national policies and a number of specifically rail-related structural, statutory and policy contexts. The strategy has been prepared in consultation with a wide range of stakeholders, including user groups, other local authorities, operators, interest groups and potential partners.		
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	In addition to the above-mentioned consultations, the Rail Strategy forms part of Warwickshire’s Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.		
<u>Stage 3 – Making a Judgement</u>			

<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No. The strategy aims to promote an accessible and affordable rail network for all existing and future passengers.</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>n/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>n/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>The strategy seeks to encourage improved access to the rail network for those with physical or sensory difficulties and to ensure that timetables, routes and fares should be easy to understand and simple to use. Together, these help to encourage equality of access to rail services. The strategy also includes policies on the development of new rail stations in the county, which are aimed at increasing accessibility to the rail network for existing and potential passengers.</p>
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>	

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
None needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The Rail Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.
The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 TAXIS AND PRIVATE HIRE VEHICLES STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	The strategy sets out what is required to ensure that Taxis and Private Hire Vehicles play their full role in helping to meet the needs of both current and potential passengers in Warwickshire and deliver national and local transport objectives.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	<p>The vision of the Strategy is an affordable, accessible, safe, convenient and environmentally friendly provision of taxis and private hire vehicles across the County, capable of meeting local demand, improving accessibility and reducing social exclusion, thereby contributing to the achievement of the objectives of Warwickshire's Local Transport Plan 2011.</p> <p>The Strategy is intended to benefit all existing and potential users of taxis or private hire vehicles and to contribute towards Local Transport Plan objectives.</p>		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE No	GENDER No
	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No
	Other – please specify		
(5) Are there any obvious barriers to accessing the service?	Not all taxis and private hire vehicles are DDA compliant, meaning that some people with disabilities may need to be selective about which taxis they use. However, the County Council will work in partnership with the District / Borough Councils to encourage the ongoing replacement of older taxis and private hire vehicles in order to meet DDA requirements.		

<p>(6) How does the policy/service contribute to promotion of equality?</p>	<p>The strategy recognises that taxis can provide for a range of needs, including for those with some form of physical, mental or sensory impairments. Taxi and private hire vehicles also provide a relatively secure form of transport, particularly for those travelling alone in the evening. Taxis can provide an alternative mode in rural areas where conventional public transport is unable to provide a suitable range of destinations. All of the above help to address social exclusion and improve accessibility for women, people with disabilities and people living in more isolated rural areas.</p>
<p>(7) Does the policy/service have the potential to promote good relations between groups?</p>	
<p><u>Stage 2 - Information Gathering</u></p>	
<p>(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?</p>	<p>The strategy is based on national policy and the wider Public Transport Strategy. However, it should be noted that the County Council has limited powers to influence the taxi and private hire vehicle trade, as District Councils are responsible for both licensing and regulation. The main theme of the strategy is to work in partnership with others to improve taxi and private hire provision throughout Warwickshire. The main constraint on the County Council is that it is neither the licensing or regulatory Authority.</p>
<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>The Taxi Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	
<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No. The strategy sets out criteria for quality of service for provision of taxis and private hire vehicles in terms affordability, accessibility, availability and acceptability. This will benefit all users, including those with disabilities.</p>

(2) If there is an adverse impact, can this be justified?	n/a																												
(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	n/a																												
(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?	<p>The strategy seeks to promote a taxi and private hire vehicle provision which:</p> <ul style="list-style-type: none"> - Offers accessibility through the public transport system, both in terms of physical access to transport and its availability, to the widest cross section of the population; - Gives people (including those that do not have access to cars) more travel choices to access work, services and leisure facilities; and - Offers affordable fares to passengers. 																												
<u>Stage 4 – Action Planning, Review & Monitoring</u>																													
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None needed																													
(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan	<p>The Taxi Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.</p> <p>The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																												

Equality Impact Assessment: LTP3 PUBLIC TRANSPORT INTERCHANGE STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	The aim of the Public Transport Interchange Strategy is to encourage further growth of the public transport market by making Public Transport Interchange attractive and convenient to both existing and potential users. It will be achieved by making significant improvements in the provision and quality of facilities and the promotion of integration between bus and rail services.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service?	That passengers can interchange onto other bus services or different public transport modes using high quality facilities that provide comfort, safety, information and a user-friendly environment.		
Who is intended to benefit from the policy/service and in what way?	All existing and potential public transport users in Warwickshire will benefit from this strategy.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE Yes	GENDER No
	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No
	Other – please specify		
(5) Are there any obvious barriers to accessing the service?	No.		

(6) How does the policy/service contribute to promotion of equality?	The Strategy sets out standards for bus stations and rail stations, which state that bus stations, rail stations, facilities and trains should provide access for mobility impaired people.
(7) Does the policy/service have the potential to promote good relations between groups?	
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The strategy has been developed through looking at interchange from the passengers perspective and the decision to use public transport depending on the quality of connections / interchanges.
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.
<u>Stage 3 – Making a Judgement</u>	
(1) From your data and consultations is there any adverse or negative impact identified for any particular group? Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities	No. The strategy includes criteria for quality of interchange facilities which consider the needs of all types of public transport users, including people with disabilities.
(2) If there is an adverse impact, can this be justified?	n/a
(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	Consultation on the development of new transport interchange projects will enable users to input their views prior to implementation.

<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>No.</p>																													
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>																														
<p>If No Further Action is required then go to – Review & Monitoring</p> <p>(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>EIA Action Plan</p> <table border="1" data-bbox="779 539 2042 769"> <thead> <tr> <th data-bbox="779 539 1032 614">Action</th> <th data-bbox="1032 539 1285 614">Lead Officer</th> <th data-bbox="1285 539 1538 614">Date for completion</th> <th data-bbox="1538 539 1792 614">Resource requirements</th> <th data-bbox="1792 539 2042 614">Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="779 614 1032 654">None needed</td> <td data-bbox="1032 614 1285 654"></td> <td data-bbox="1285 614 1538 654"></td> <td data-bbox="1538 614 1792 654"></td> <td data-bbox="1792 614 2042 654"></td> </tr> <tr> <td data-bbox="779 654 1032 694"></td> <td data-bbox="1032 654 1285 694"></td> <td data-bbox="1285 654 1538 694"></td> <td data-bbox="1538 654 1792 694"></td> <td data-bbox="1792 654 2042 694"></td> </tr> <tr> <td data-bbox="779 694 1032 734"></td> <td data-bbox="1032 694 1285 734"></td> <td data-bbox="1285 694 1538 734"></td> <td data-bbox="1538 694 1792 734"></td> <td data-bbox="1792 694 2042 734"></td> </tr> <tr> <td data-bbox="779 734 1032 769"></td> <td data-bbox="1032 734 1285 769"></td> <td data-bbox="1285 734 1538 769"></td> <td data-bbox="1538 734 1792 769"></td> <td data-bbox="1792 734 2042 769"></td> </tr> </tbody> </table>					Action	Lead Officer	Date for completion	Resource requirements	Comments	None needed																			
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<p>(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan</p>	<p>The Public Transport Interchange Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.</p> <p>The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																													

Equality Impact Assessment: LTP3 BUS INFORMATION STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	The purpose of the Bus Information Strategy is to improve the type, style, format and distribution of information but also to make its distribution consistent and comprehensive. The aim of this improvement is to achieve a growth in the bus market and to raise awareness of bus services to both existing and potential public transport users.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	A growth in the market for public transport by making the product accessible both to existing and potential users . It is intended that all existing and potential users of public transport in Warwickshire will benefit from improvements to the availability, quality and accessibility of information on public transport services in the County.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE Yes	AGE Yes	GENDER No
	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No
	Other – please specify		

<p>(5) Are there any obvious barriers to accessing the service?</p>	<p>People with visual impairments may experience difficulties in accessing some forms of public transport information. However, a telephone enquiry line is available to provide timetable information on all public transport services in Warwickshire, operated by West Midlands Travel Information Service, a consortium of Local Authorities and Operators. Enlarged print timetables are available on request.</p> <p>Although various forms of bus information provided by the County Council is in English, timetables and route information is generally in numerical / map form and therefore should be accessible to most people. As part of the Accessibility Strategy, a 'Confident Traveller' programme is proposed which will seek to address lack of confidence in using public transport amongst specific groups.</p>
<p>(6) How does the policy/service contribute to promotion of equality?</p>	<p>The strategy considers the needs of particular groups with regard to information on public transport. For example, it includes provision of enlarged print timetables on request to assist those with visual impairments.</p>
<p>(7) Does the policy/service have the potential to promote good relations between groups?</p>	<p>No specific examples.</p>
<p><u>Stage 2 - Information Gathering</u></p>	
<p>(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?</p>	<p>The strategy has been developed with reference to national guidance and statutory requirements. The Transport Act 2000 places a duty on local transport authorities to set out required standards of passenger information after consultation and to ensure these standards are met.</p>
<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>The Bus Information Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p>

<u>Stage 3 – Making a Judgement</u>	
(1) From your data and consultations is there any adverse or negative impact identified for any particular group? Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities	No.
(2) If there is an adverse impact, can this be justified?	n/a
(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	n/a
(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?	The strategy is not targeted at any particular group and aims to improve the availability, quality and accessibility of information on public transport services in the County for all existing and potential users.
<u>Stage 4 – Action Planning, Review & Monitoring</u>	

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
None needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The Bus Information Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.
The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: Community Transport Strategy

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	The purpose of this Strategy is to set out what is needed in Warwickshire to ensure quality community transport services that will address the needs of both current and potential passengers in Warwickshire and deliver the transport objectives of the Government and the County Council.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	<p>Provision of community transport capable of meeting the demand for high standards of public transport from anywhere in the community.</p> <p>Warwickshire residents who most benefit from the provision of community transport are those who:</p> <ul style="list-style-type: none"> • Are geographically isolated or without access to private or affordable transport • Require specialised or partly specialised services not usually available on conventional public transport • Face any other disadvantage that would act as a barrier to transport 		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE No	GENDER No
	RELIGION/BELIEF No	DISABILITY No	SEXUAL ORIENTATION No
Other – please specify:			

(5) Are there any obvious barriers to accessing the service?	No. The underlying objective of the Community Transport Strategy is to address the barriers to public transport, for example in terms of physical access, location / geography and also communication / information.
(6) How does the policy/service contribute to promotion of equality?	The strategy specifically aims to address the access needs of people who are socially excluded, mobility impaired, rurally isolated or elderly.
(7) Does the policy/service have the potential to promote good relations between groups?	n/a
<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The strategy has been developed in accordance with the requirements of the Transport Act 2000 and the policy context set out in the LTP Public Transport Strategy. Consultation data, market research, monitoring information and socio-demographic data has also been used in the development of the Community Transport Strategy.
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	The strategy states that ongoing consultation is used in order to gain a better understanding of passenger needs and expectations. The nature of Community Transport means that local communities and the voluntary sector are involved in the development of community transport solutions. The Community Transport Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.
<u>Stage 3 – Making a Judgement</u>	
(1) From your data and consultations is there any adverse or negative impact identified for any particular group? Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities	No.

(2) If there is an adverse impact, can this be justified?	n/a																									
(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	n/a																									
(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?	Community Transport is aimed particularly at overcoming the transport and access problems of people who are geographically or without access to private or affordable transport, require specialised or partly specialised services not usually available on conventional public transport and face any other disadvantage that would act as a barrier to transport.																									
<u>Stage 4 – Action Planning, Review & Monitoring</u>																										
<p>If No Further Action is required then go to – Review & Monitoring</p> <p>(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>EIA Action Plan</p> <table border="1" data-bbox="779 911 2042 1141"> <thead> <tr> <th>Action</th> <th>Lead Officer</th> <th>Date for completion</th> <th>Resource requirements</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>None needed</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Action	Lead Officer	Date for completion	Resource requirements	Comments	None needed																			
Action	Lead Officer	Date for completion	Resource requirements	Comments																						
None needed																										
(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan	<p>The Community Transport Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.</p> <p>The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																									

Equality Impact Assessment: LTP3 CHANGING TRAVEL BEHAVIOUR STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	<p>To influence travel behaviour amongst Warwickshire’s residents and facilitate the use of more sustainable modes of travel;</p> <p>To reduce the number of single-occupancy car trips and increase the amount of journeys made by walking, cycling and public transport;</p> <p>To use Smarter Choice initiatives to support and enhance the effectiveness of sustainable transport improvements developed through the LTP.</p>		
(2) How does the policy/service fit with the council’s wider objectives?	<p>The strategy forms part of Warwickshire County Council’s Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire’s Sustainable Community Strategy.</p>		
<p>(3) What are the expected outcomes of the policy/service?</p> <p>Who is intended to benefit from the policy/service and in what way?</p>	<p>Raised awareness of the opportunities and benefits of using sustainable modes of transport for local journeys, resulting in an increase in walking, cycling and public transport use for local journeys. The strategy complements the LTP Walking, Cycling and Public Transport strategies, which primarily focus on infrastructure improvements rather than promoting and marketing sustainable transport.</p> <p>The strategy is aimed at encouraging all residents to consider using sustainable modes of transport. However, it is recognised that walking, cycling and public transport may not be viable modes of transport to access work and everyday services for many residents of rural areas in Warwickshire.</p> <p>As well as bringing health and other benefits to the individual, greater use of sustainable modes of transport and reduced car use will bring wider benefits for Warwickshire as a whole. Benefits include reduced congestion, improved air quality and reduced noise pollution.</p>		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group?	<p>RACE</p> <p>NO</p>	<p>AGE</p> <p>NO</p>	<p>GENDER</p> <p>NO</p>

Please identify all groups that are affected	RELIGION/BELIEF NO	DISABILITY YES	SEXUAL ORIENTATION NO
(5) Are there any obvious barriers to accessing the service?	Other – please specify: The strategy is about promoting use of more sustainable alternatives to using cars and not provision of a service as such. Use of sustainable modes of transport may not be possible for some groups or individuals. For example, people with physical or sensory disabilities may have difficulty using public transport and may not be able to use active forms of travel such as walking and cycling. Additionally, the public network is not always effective in meeting the existing and future needs of dispersed and hard-to-reach communities. Walking and cycling may not be viable due to the distances involved in reaching everyday services in rural areas. (These particular aspects are covered by the separate EqIAs carried out on the bus, accessibility, walking and cycling strategies).		
(6) How does the policy/service contribute to promotion of equality?	The nature of this strategy means that is based on promotion and encouragement rather than provision of a particular service. The aim is to reduce car use, thereby reducing congestion and CO2 emissions and improving health and quality of life for all residents in Warwickshire. Promoting walking, cycling and public transport can help those without access to a car, helping to reduce social exclusion amongst certain groups.		
(7) Does the policy/service have the potential to promote good relations between groups?	N/a		
<u>Stage 2 - Information Gathering</u>			
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The strategy has been developed with reference to national policies, guidance and best practice. The strategy has been prepared in consultation with a wide range of stakeholders, including user groups, other local authorities, operators, interest groups and potential partners.		

<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>The Changing Travel Behaviour Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	
<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No. The Changing Travel Behaviour strategy puts forward positive steps to promote more use of sustainable modes of transport and as such there are no adverse or negative impacts on any particular group. It is recognised that walking, cycling or using public transport may be difficult for some groups or for certain journeys. The strategy seeks to address these difficulties where possible e.g. through provision of improved information, but there will still remain some groups or individuals for whom car use is necessary to reach essential services and facilities. (Physical improvements for public transport, cycling and walking are dealt with by separate strategies).</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>n/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>n/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>Some socio-economic groups are more dependent on walking, cycling or public transport for their transport needs, for example young people, the elderly or those on low incomes without access to a car. Therefore, promoting these modes of transport for example through provision of improved information, will help to promote equality of opportunity between different groups.</p>
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>	

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
None needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The Changing Travel Behaviour Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.

The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 WALKING STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	To improve the pedestrian environment and promote the benefits of walking to encourage more people to walk for local journeys.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	<p>An improved pedestrian environment and raised public awareness of the benefits of walking, leading to more people walking for local journeys instead of using their cars. This will contribute towards Local Transport Plan goals on reducing CO2 emissions, supporting economic competitiveness, improving safety, security and health, improving quality of life and promoting equality of opportunity.</p> <p>The strategy will potentially benefit all residents of Warwickshire because the majority of people walk for at least some journeys or part of their everyday journeys. All residents of Warwickshire, particularly those living with urban areas, will also benefit indirectly from reduced congestion, improved air quality, reduced CO2 emissions etc resulting from increased walking for local journeys. Certain socio-demographic groups, such as the young, the elderly and those without access to a car are more dependent on walking to access everyday services, employment and education. Improving walking conditions will therefore particularly benefit these groups. Improving conditions for walking will also have health benefits for individuals.</p>		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group?	RACE No	AGE Yes	GENDER Yes
Please identify all groups that are affected	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No

	Other – please specify: People living in rural areas
(5) Are there any obvious barriers to accessing the service?	<p>Walking requires a basic level of physical fitness and personal mobility and therefore may not be a suitable everyday mode of transport for all residents in Warwickshire. Therefore, certain elements of this strategy will not be relevant for those with mobility impairments, such as promotional initiatives to encourage walking.</p> <p>Personal security concerns may deter women from walking to access everyday services, particularly in the evening or on routes with little natural surveillance. Similarly, concerns about ‘stranger danger’ and traffic danger may prevent parents from allowing their children to walk to school and for other everyday journeys. Older people and those with reduced mobility may also face problems with walking for everyday journeys, particularly with crossing roads.</p> <p>Walking as an everyday mode of transport is generally more viable in urban areas, where many people live within easy reach of everyday destinations and therefore people in towns may benefit more from some elements of the strategy.</p>
(6) How does the policy/service contribute to promotion of equality?	<p>The nature of this strategy means that it is not providing a service as such, but is rather aimed at promoting and encouraging more walking. The Walking Strategy considers all users of the street environment with regard to improving physical conditions for walking and maintaining footways, including those with mobility or sensory impairments. Improvements to the pedestrian environment will benefit all users of pedestrian facilities, including wheelchair users and mobility scooter users.</p> <p>The strategy seeks to address personal security and safety concerns of particular groups in relation to walking, such as women and children. For example, the Safer Routes to School project mentioned in policy WS2 particularly aims to improve safety for those walking to school.</p> <p>Particular elements of the strategy, such as the Pedestrian Crossing Policy, allow greater priority to be given to the provision of crossing facilities at locations frequented by children, elderly people and disabled people.</p> <p>Improving walking conditions will help those without a car to access essential services and facilities, thereby helping to reduce social exclusion. The strategy aims to improve the image of walking as a mode of transport and reduce perceptions that walking has a low social status, helping to reduce inequalities.</p>
(7) Does the policy/service have the potential to promote good relations between groups?	Creating more people-friendly streets will benefit all users of the street environment, including both disabled / non disabled people and children / elderly people.

<u>Stage 2 - Information Gathering</u>	
(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?	The Walking Strategy has been produced with reference to a range of national guidance and best practice on the subject of encouraging walking. The Strategy contains a range of policies and covers diverse aspects of the Council's transport related work, including provision of pedestrian crossings and footway maintenance. Such policies have been developed in accordance with recommended procedures and consultation where appropriate.
(2) What consultation data has been used? What new consultation, if any, do you need to undertake?	The Walking Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.
<u>Stage 3 – Making a Judgement</u>	
(1) From your data and consultations is there any adverse or negative impact identified for any particular group? Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities	No. As mentioned above, this strategy is aimed at making positive steps to encouraging more walking, for its wide-ranging benefits for the environment, congestion, health, quality of life, accessibility etc. Whilst it is acknowledged that walking may not be a suitable mode of transport for everyone and for all local journeys, it is not considered that the strategy has an adverse or negative impact on any particular group. Improvements to walking conditions will benefit all those travelling on foot for local journeys. However, walking as an everyday mode of transport is generally most viable in urban areas, where people live in relatively close proximity to shops, schools, stations and often employment. Therefore, urban areas are generally the focus for improvements for pedestrians but this is not considered to constitute a negative or adverse impact on people living in rural areas.
(2) If there is an adverse impact, can this be justified?	n/a
(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?	n/a

<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>The review of the County Council's pedestrian crossing policy, described under policy W6, will give greater priority to the needs of children, elderly people and disabled people when considering the location of new pedestrian crossings. These groups are particularly vulnerable road users and the new policy will help promote equality of opportunity and improve accessibility. Improving conditions for walking will help to improve accessibility for those without a car and reduce social exclusion.</p>																									
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>																										
<p>If No Further Action is required then go to – Review & Monitoring</p> <p>(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.</p>	<p>EIA Action Plan</p> <table border="1" data-bbox="779 646 2042 877"> <thead> <tr> <th>Action</th> <th>Lead Officer</th> <th>Date for completion</th> <th>Resource requirements</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>None needed</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Action	Lead Officer	Date for completion	Resource requirements	Comments	None needed																			
Action	Lead Officer	Date for completion	Resource requirements	Comments																						
None needed																										
<p>(2) Review and Monitoring State how and when you will monitor policy and EIA Action Plan</p>	<p>The Walking Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements. The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.</p>																									

Equality Impact Assessment: LTP3 CYCLING STRATEGY

Stage 1 – Scoping and Defining			
(1) What are the aims and objectives of policy/service?	To bring about an increase in the amount of cycling in Warwickshire by improving the safety and quality of the cycling environment and promoting cycling as a healthy, sustainable and attractive transport choice.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire's Sustainable Community Strategy.		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	Ongoing improvements to cycling conditions and raised public awareness of the benefits of cycling, leading to more people cycling for local journeys instead of using their cars. This will contribute towards Local Transport Plan goals on reducing CO2 emissions, supporting economic competitiveness, improving safety, security and health, improving quality of life and promoting equality of opportunity. All existing and potential cyclists will benefit from improved conditions for cycling and the wider public will indirectly benefit through reduced congestion, improved air quality etc.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE Yes	GENDER No
	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No
	Other – please specify: People living in rural areas of Warwickshire.		

<p>(5) Are there any obvious barriers to accessing the service?</p>	<p>Some people with mobility or sensory impairments may not be able to use a cycle as an everyday mode of transport. However, recumbent or specially adapted cycles are available for people with disabilities and tandems can be used by visually impaired people.</p> <p>Cycling requires access to a cycle and although cycle ownership is relatively high in the UK, it is not universal. However, cycles are relatively inexpensive to purchase and there are various initiatives available to assist people to acquire a cycle.</p>
<p>(6) How does the policy/service contribute to promotion of equality?</p>	<p>The strategy considers different types of cyclists and their particular requirements, for example school children and working people. As mentioned above, cycling is an affordable mode of transport and accessible to most people, except those with particular disabilities, making it a relatively inclusive form of transport.</p>
<p>(7) Does the policy/service have the potential to promote good relations between groups?</p>	<p>Better conditions for cycling can improve accessibility to everyday services for those without access to a car, including the young, the elderly and low-income groups.</p>
<p><u>Stage 2 - Information Gathering</u></p>	
<p>(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?</p>	<p>The Cycling Strategy has been produced with reference to a range of national policies, guidance and best practice on the subject of encouraging cycling. Regular local cycle forums have enabled users' views to be taken into account in the development of policies and proposals within the cycling strategy.</p>
<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>As mentioned above, cycle forums provide ongoing means of consulting local cyclists in Warwickshire. The Cycling Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan. Further consultations will be carried out at a scheme level as appropriate.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	

<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No. Whilst it is acknowledged that cycling is not a transport mode that will be accessible to all residents in Warwickshire, it is not considered that the strategy has an adverse impact on any particular group.</p> <p>There is a risk that some disabled people who wish to use cycles may be affected by some decisions on what surface / access gates are used on cycle routes away from roads. This must be borne in mind during the scheme development process. However, as this issue generally only applies to leisure cycle routes or on public rights of way, it will primarily be a consideration for the Rights of Way and Recreation Highway Strategy.</p> <p>The strategy focuses on improving cycle conditions in urban areas, which excludes people living in rural areas to some extent. However, this is because cycling is often not viable for everyday journeys for rural residents due to the distances between people's homes and their workplaces and other key locations. It would not be possible to provide cycle routes in all areas of the county due to the resources required and therefore improvements are targeted where they will benefit the greatest number of people.</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>n/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>n/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>This strategy is targeted at a particular group of road users, as promoting more cycling will help meet LTP goals of reducing congestion, reducing CO2, improving accessibility and other wider objectives, such as improving health. Improving cycling conditions helps to promote equality of opportunity and reduce social exclusion, improving accessibility for those without access to a car. Providing safe cycle routes to school is a key element of the strategy, helping to improve safety, health and accessibility for children, who are one of the most vulnerable road user groups.</p>

Stage 4 – Action Planning, Review & Monitoring

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
None needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The Cycling Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.

The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 RURAL STRATEGY

Stage 1 – Scoping and Defining	
(1) What are the aims and objectives of policy/service?	<p>The overall aim of the County Council’s Rural Strategy is to contribute to an improvement in accessibility levels and reduce the impact of traffic in rural areas, whilst at the same time supporting the use of the countryside for agriculture, leisure, recreation and tourism.</p> <p>The Strategy sets out a co-ordinated approach to the management of transport issues by drawing together the relevant policies and initiatives from other strategies in the LTP.</p> <ul style="list-style-type: none"> • Accessibility Strategy • Public Transport Strategy • Passenger Rail Strategy • Bus Strategy • Community Transport Strategy • Bus Information Strategy • Public Transport Interchange Strategy • Taxis and Private Hire Vehicles Strategy • Road Safety Strategy • Walking Strategy • Cycling Strategy • Sustainable Freight Strategy • Land Use and Transportation Strategy • Network Management Duty Strategy
(2) How does the policy/service fit with the council’s wider objectives?	<p>The strategy forms part of Warwickshire County Council’s Local Transport Plan 2011-2026, which has been developed to be closely aligned with the corporate objectives of the County Council and Warwickshire’s Sustainable Community Strategy.</p>

<p>(3) What are the expected outcomes of the policy/service?</p> <p>Who is intended to benefit from the policy/service and in what way?</p>	<p>That a co-ordinated approach is taken to the management of the particular transport issues affecting rural areas. All residents of rural areas in Warwickshire, as well as visitors to countryside, will benefit from the strategy.</p>		
<p>(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group?</p> <p>Please identify all groups that are affected</p>	<p>RACE No</p>	<p>AGE No</p>	<p>GENDER No</p>
	<p>RELIGION/BELIEF No</p>	<p>DISABILITY No</p>	<p>SEXUAL ORIENTATION No</p>
	<p>Other – please specify</p>		
<p>(5) Are there any obvious barriers to accessing the service?</p>	<p>No. The purpose of this strategy is to bring together actions / policies relating to rural areas from a range of other strategies and therefore this question does not apply.</p>		
<p>(6) How does the policy/service contribute to promotion of equality?</p>	<p>The strategy aims to contribute towards improving accessibility levels in rural areas, where certain groups can experience disadvantage as result of lack of transport.</p>		
<p>(7) Does the policy/service have the potential to promote good relations between groups?</p>	<p>n/a</p>		
<p><u>Stage 2 - Information Gathering</u></p>			
<p>(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?</p>	<p>Detailed evidence and information on the policies and initiatives included in the Rural Strategy is found in the relevant mode / topic strategies, which have been subject to separate EqlAs.</p>		

<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>The Rural Strategy forms part of Warwickshire's Third Local Transport Plan, which has been subject to an extensive consultation process. The three-stage consultation enabled partners, stakeholders, user groups and the public to have their say on transport issues and proposals. The results of the consultation helped inform the final Local Transport Plan.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	
<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>No.</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>n/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>n/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>Yes.</p>
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>	

If No Further Action is required then go to – Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The Rural Strategy will be monitored to assess progress with delivery, in line with Local Transport Plan monitoring arrangements.

The Equality Impact Assessment will be reviewed in 2013. However, if any complaints are received or equality issues are raised in the meantime, the strategy will be reviewed as necessary to identify ways to mitigate such issues.

Equality Impact Assessment: LTP3 RIGHTS OF WAY & RECREATIONAL HIGHWAY PLAN

<u>Stage 1 – Scoping and Defining</u>			
(1) What are the aims and objectives of policy/service?	To effectively manage and seek improvement to the rights of way and recreational highway network within Warwickshire.		
(2) How does the policy/service fit with the council's wider objectives?	The strategy forms part of Warwickshire County Council's Local Transport Plan 2011-2026 and is also Warwickshire County Council's Rights of Way Improvement Plan under the Countryside and Rights of Way Act 2000		
(3) What are the expected outcomes of the policy/service? Who is intended to benefit from the policy/service and in what way?	Effective management and maintenance of the rights of way and recreational highway network and associated records. Members of the public, by providing for the maintenance and improvement of the network and its associated records.		
(4) Does this policy/service have the potential to directly or indirectly discriminate against any particular group? Please identify all groups that are affected	RACE No	AGE Yes	GENDER No
	RELIGION/BELIEF No	DISABILITY Yes	SEXUAL ORIENTATION No
	Other – please specify		
(5) Are there any obvious barriers to accessing the service?	The countryside is not easily accessible to everyone, with particular barriers for those who are less mobile, for reasons of age or disability. This is largely down to the physical nature of the route which may contain steep hills, steps, uneven and muddy surfaces and infrastructure such as stiles and gates which may not allow all users.		
(6) How does the policy/service contribute to promotion of equality?	Wherever possible we seek to improve the infrastructure to increase accessibility, subject to landowner agreement and budgetary constraints.		
(7) Does the policy/service have the potential to promote good relations between groups?	Yes		
<u>Stage 2 - Information Gathering</u>			

<p>(1) What type and range of evidence or information have you used to help you make a judgement about the policy or service?</p>	<p>Research undertaken in 2004-2005 in connection with Warwickshire County Council's first Rights of Way Improvement Plan. Plus current knowledge of network condition.</p> <p>Information and guidance published by Natural England and Defra.</p>
<p>(2) What consultation data has been used? What new consultation, if any, do you need to undertake?</p>	<p>A statutory consultation took place before the draft Strategy was published</p> <p>A 12 week consultation on the Draft Strategy was undertaken in summer 2010, in parallel with the LTP consultation.</p>
<p><u>Stage 3 – Making a Judgement</u></p>	
<p>(1) From your data and consultations is there any adverse or negative impact identified for any particular group?</p> <p>Is there any evidence of needs not being met? e.g. language or physical access barriers; lack of appropriate resources or facilities</p>	<p>The Strategy itself is not expected to have any adverse impacts. However, there are groups who are disadvantaged at present who will remain disadvantaged to some extent even if the Strategy is implemented.</p> <p>There is overall demand for accessibility improvements, but each request is assessed individually and in some cases improvements may not be possible without the agreement of the landowner. In those instances where there is demand, but it may not be possible for Warwickshire County Council to meet that demand.</p>
<p>(2) If there is an adverse impact, can this be justified?</p>	<p>n/a</p>
<p>(3) What actions are going to be taken to reduce or eliminate negative or adverse impact?</p>	<p>n/a</p>
<p>(4) Is there any positive impact? Does it promote equality of opportunity between different groups and actively address discrimination?</p>	<p>Yes.</p> <p>Improvements to physical accessibility will be sought wherever possible, and this is reflected by the policies contained in the Strategy.</p>
<p><u>Stage 4 – Action Planning, Review & Monitoring</u></p>	

If No Further Action is required then go to –
Review & Monitoring

(1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications.

EIA Action Plan

Action	Lead Officer	Date for completion	Resource requirements	Comments
none needed				

(2) Review and Monitoring
State how and when you will monitor policy and EIA Action Plan

The EIA will be reviewed every three years when the ROWIP Implementation Plan is reviewed.