

Devon and Torbay Local Transport Plan 2011 - 2026

Equality and Health Impact Assessment

January 2011

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Foreword / Executive Summary

Transport interventions have important potential impacts on health and equality that must be taken into account by policy makers and practitioners to promote general improvement in the lifestyles and wellbeing of local populations.

As an important determinant of health and equality, transport policies and interventions need to be assessed for their potential to impact positively or negatively on local people. Physical injury and death are the most direct health impacts of motorised transport, whilst equality of transport proposals is often dependant upon mode and area – the more deprived and isolated sections of the population often do not have access to cars and rely on public transport for their mobility.

Whilst road traffic casualties are well supported by robust data evidence, other links between transport and health and equality need to be considered if the full potential for healthy and equitable transport policy is to be realised. These include impacts upon physical activity, obesity, mental health, accessibility, air quality and cardio-respiratory health, social exclusion and inequalities, and environmental impacts related to fuel emissions and climate change.

The possibility of so many impacts culminating in so many and so diverse a range of outcomes, as well affecting different groups of population in different ways, makes it difficult to assess overall benefit and harm. Further, the uncertainty and complexity in attributing health and equality impacts directly to transport interventions appears to be great. For example, the number of injuries and deaths caused by motor-vehicles are indisputable, but random.

The strength of evidence about other indirect health and equality related impacts varies from strong quantifiable evidence of air pollution effects, to much weaker evidence on the health and equality effects of transport noise and community severance.

However, few decisions, in policy or elsewhere, are supported by thorough knowledge or conclusive outcome evaluations. And lack of conclusive evidence does not preclude the possibility for small increases in risks across a large population to have significant positive public health and equality impacts.

Health and Equality Impact Assessment provides a framework to assess the possible health and equality impacts of all interventions such as this joint Devon and Torbay Local Transport Plan, especially on unintended health impacts.

The wide range of possible health and equality impacts means that transport policies and interventions may be beneficial in some respects and harmful in others. There may also be differential and conflicting impacts depending on the level (individual v population), location, and timescale of measurement. This adds further to the potential for conflict between impacts and also increases uncertainty around overall benefits and harms.

Nevertheless, by recognising as many benefits and disbenefits as possible together with the specific demographic, social, and economic characteristics of Devon and Torbay, measures to adapt or mitigate impacts can be taken to ensure that the overall objective of working towards a healthier, fairer, safer population in Devon and Torbay will be achieved.

Finally, the Local Transport Plan can help influence travel and transport choice, but other issues such as individual behaviour, taxes, fuel prices, and transport operators will influence the final travel decision.

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(November 2010)

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November 2009

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1. Introduction to Health and Equality Impact Assessment

1.1. Setting the Scene

1.1.1. In preparing the new Local Transport Plan (LTP) for Devon and Torbay involving groups and communities who access, or wish to access the transport system, has been important in shaping the new document, irrespective of how hard to reach they may be or how complex their issues.

1.1.2. Devon and Torbay have large elderly populations and both the numbers of elderly as well as proportion living longer are predicted to grow through the lifespan of this LTP. Further Devon, as a large rural authority, also has issues of rural isolation which especially impacts upon those without access to a car, such as the young, elderly, or those on low incomes.

1.1.3. Low incomes are a great concern to Torbay, where specific wards are amongst the worst in terms of social deprivation in the UK. Further detailed information on the demographic and socio-economic characteristics of the areas can be found in the separate Evidence Report, one of several technical documents accompanying the main LTP.

1.1.4. Given the wide disparity between different individuals, groups and communities across Devon and Torbay, ensuring all sections of the community have access to goods and services within a reasonable time and cost, has been a theme of the previous two LTPs by both Devon County and Torbay Council's, and remains so within the new LTP.

1.1.5. Transport plays a major part in the daily lives of all residents, visitors and businesses in Devon and Torbay. As a statutory document, the LTP shows how transport will meet the future needs of the area as part of a wider vision. Transport:

- Provides access to work, health services, education, retail and leisure
- Supports businesses (including tourism) and is a key part of a thriving economy, and
- Supports health services, providing:
 - access to hospitals, surgeries, and pharmacies, etc. for patients, visitors and staff, and
 - opportunities for physical activity and individual health improvement, by encouraging and facilitating walking and cycling either for the whole or part of a trip.

1.1.6. As the diversity of our society grows, transport must evolve to reflect the needs of everyone, whether health or social related. Hence trying to understand all sections of the community, their needs, desires, and requirements by consulting with them and stakeholders has been vital to ensure that all the health and equality impacts of the Plan are known and understood as far as reasonably possible.

1.2. What is a Health and Equality Impact Assessment?

- 1.2.1. The Health and Equality Impact Assessment considers the impacts and consequences of what is being proposed, and how it accords with existing policies to promote health and wellbeing and equality. Given that Local Authorities are now assuming elements of responsibility for health improvement, the process is an ideal self checking mechanism to ensure efficiency, effectiveness, and best value, as well as maximising the opportunities to achieve outcomes for all areas of concern.
- 1.2.2. The LTP sets out visions for travel and transport for the next 15 years based upon national and local strategies and policies, and includes an Implementation Plan made up of three five year Plans. In implementing the vision, how the transport spending is managed, whether at strategic or individual scheme level, will have a major effect on people's health and well-being and equality.
- 1.2.3. With the help of our partners in the health sector, the Assessment provides evidence and where appropriate practical guidance for practitioners about how positive health and equality effects for the population (resident, visitor and working) can be maximised and any negative effects reduced. This includes considering health and equality impacts on specific demographic groups like the young, the elderly, the mobility impaired, and those of working age.

1.3. Legal Framework

- 1.3.1. Equality Impact Assessments have become quite usual for transport policies and schemes, whilst there are now a considerable number of Health Impact Assessments (HIA) for road transport policies and interventions. Whilst there is no statutory requirement for HIA in England, the Government committed itself to the routine consideration of the impact of 'non-health' interventions on population health through the application of methods of appraisal such as HIA. In recent LTP guidance, the Department of Transport stated that consideration of human health is a legal requirement in Strategic Environmental Assessment (SEA) and HIA is an integral part of SEA to identify and inform health issues in plans.
- 1.3.2. At a European level Article 129 of the Treaty of Maastricht includes the subparagraph, "Health protection requirements shall form a constituent part of the communities of other policies" and Article 152 of the Amsterdam Treaty includes the subparagraph, "A high level of human health protection shall be ensured in the definition and implementation of all Community policies and activities".
- 1.3.3. HIA methodologies vary with some utilising similar approaches to that of Environmental Impact Assessment and SEA. Integrating HIA with such Assessments as is the case here can lead to more informed and rounded assessments.

1.3.4. In undertaken the HIA, numerous reports and guidance have been considered including:

- The first rural health and wellbeing strategy for Devon 2010-13, a partnership document between Devon County Council (DCC) and NHS Devon that highlighted in particular the access needs of young people in rural areas. More information can be found at www.devonpct.nhs.uk/Topics/Draft_Rural_Health_and_Wellbeing_Strategy.aspx
- Looking Ahead – Our Promises to You: The Torbay Care Trust Strategic Plan 2008/13 – www.torbaycaretrust.nhs.uk/publications/Publications/Refresh%20of%20the%20Torbay%20Care%20Trust%20Strategic%20Plan.pdf
- Torbay's 2010 Joint Strategic Needs Assessment (Draft) = Torbay Care Trust, <http://www.torbaycaretrust.nhs.uk/documents/torbay%202010%20jsna%20report%20-%20draft.doc>
- NHS Devon/DCC joint Way Ahead strategy - www.devon.gov.uk/the_way_ahead_v3.pdf
- Devon Joint Strategic Needs Assessment (JSNA) 2009 – Devon County Council, www.devon.gov.uk/CONTRAST/index/socialcarehealth/ourplans/jsna/jsnaprofiles.htm

1.4. Equality Commitment

1.4.1. DCC and Torbay Council have developed their own commitment to equality which is interlinked with promoting health improvement. As such it is useful to undertake a combined assessment and ensure the wider picture of impacts upon health that transport may have are also considered.

1.4.2. DCC's commitment is part of the Devon Strategic Partnership and seeks to:

- Eliminate unlawful discrimination and harassment
- Promote equality of opportunity.
- Promote good relations and positive attitudes towards and between all people.
- Encourage participation in public life.
- Take steps to meet disabled people's needs, even if this requires 'more favourable treatment'

1.4.3. The commitment covers equality on grounds of nationality, ethnic, racial or national origin, skin colour, gender (men and women, including transgendered or transsexual men and women), age, disability, sexual orientation, religion or belief. It has also eliminated unfair discrimination based on: financial or employment status, educational background, family circumstances, physical differences, political opinion, where someone lives, spent criminal records, or any other status. For more information visit

http://www.devon.gov.uk/index/councildemocracy/improving_our_services/equality.htm

- 1.4.4. Torbay Council's commitment is to enable all to have fair access to, and enjoy, high quality services which will enrich their lives and help realise their full potential. In order to do this, the Council and its partners will work to:-
- Promote equality, inclusion and good relations
 - Reduce disadvantage and poverty, and
 - Eliminate unlawful discrimination
- 1.4.5. At all levels of planning and service provision, the Council will consider all in the community whatever their race/ethnicity, religion and beliefs, gender, sexual orientation, age, disability, language, political or other opinions, or socio-economic status.
- 1.4.6. Torbay Council identifies the following groups as priorities:
- Children in need
 - People with disabilities
 - Those at risk of exclusion (including: people from minority ethnic communities; gypsies and travellers; gay, lesbian, bi-sexual and trans-people; those whose first language is not English; minority religious communities)
 - Those at risk of offending
 - Those living in poverty
 - Those who are 'looked after' by being in the care of the Council
 - Those who are transient (those new to, or in, the area for a short time)
 - Young parents
 - Young people who are the carers for others in their family.

For further information visit www.torbay.gov.uk/equalopportunities

1.5. The Health and Equality Impact Steering Group

- 1.5.1. A Steering Group to undertake the Assessment was set up comprising of key health practitioners of both Devon and Torbay, together with key Officers with relevant experience both of the LTP and HIA's from other DCC projects. Its purpose was to identify issues and suggest directions for improvements to help achieve positive health impacts. Members were:
- Siobhan Grady, Associate Director of Public Health, Torbay Care Trust
 - Tina Henry, Head of Health Improvement (South Locality), NHS Devon
 - Brian Hensley, Development Manager - Highways and Transport, Devon County Council
 - Andy Young, Strategic Transportation, Torbay Council,
 - Stuart Langer, Planning and Transportation, Devon County Council
 - Alison Golby – Strategic Commissioning Manger (Housing), Adult and Community Services, Devon County Council
- 1.5.2. Initial meetings were carried out to identify the scope of the HIA and key areas to be considered from a health perspective, resulting in a "SWOT" analysis conducted upon the LTP process; a summary is included as Appendix C. At future meetings the Group will review and monitor the

implementation of the LTP to ensure the initial ambitions and issues identified are being successfully addressed.

- 1.5.3. Meeting with County Council Equality representatives were also held to discuss the Plan and the HIA from an equality perspective. This has enabled the HIA to be developed into a joint Health and Equality Impact Assessment.

2. Consultation

2.1. Summary

- 2.1.1. The development of the new LTP has taken some 18 months and consultation with representatives of various groups including the elderly, young people, disability groups, etc. has occurred throughout the process. Opportunities have been provided for individuals and groups to respond to specific questions or themes at special Panel Hearings, events, questionnaires, and through the local media.
 - 2.1.2. The data collected has provided a better understanding of how transport policy proposals are likely to affect all groups and individuals and has allowed proposals to be developed that give as many people as possible opportunities for easier access as well for more physical activity through travel and transport, especially walking and cycling. A detailed report on consultation is available separately, accompanying the main LTP documents. This includes summaries from feedback and research.
- 2.2. Engaging with our Community
- 2.2.1. Two distinct groups were consulted, namely stakeholders and the public. Stakeholders included those with regular involvement in transport, either in its provision or as representing specific user groups including the business community, those with impairments including the elderly and disabled, and community groups. This included organisations such as District Councils whose actions have a major impact on transport and whose plans and visions rely heavily upon it. The public were consulted either individually or at the very local level including through council members and Parish / Town Councils.
 - 2.2.2. To inform the draft LTP, consultation has included:
 - Panel Hearings held at local venues where stakeholders presented their priorities for transport.
 - Business Breakfast Meetings
 - DCC and TC staff workshops
 - National and local events and Surveys as well as research of public views on transport, including Future of Transport in Exeter Consultation, TC's Viewpoint Panel, and You Say Your Bay Youth Parliament Congress.
 - 2.2.3. The LTP Consultation Report sets out the methods and feedback from consultation in more detail.

2.3. Evidence Gathering

- 2.3.1 A technical Evidence Report containing information on demography, health, economy, society, and the current situation of transport and travel in Devon and Torbay has been produced and forms one of the accompanying reports to the main LTP.

3. The Equality Impact Needs Assessment

- 3.1.1. It is vital that we consider all the possible impacts carefully before making important decisions, for example such as upon the environment and people's health and wellbeing. There are numerous statutory laws that make such considerations legally binding.
- 3.1.2. For the purposes of assessing this Local Transport Plan, an integrated impact assessment including health has been used allowing assessment of actual or potential impacts on communities, local economic conditions, individuals, vulnerable groups and the environment to occur in one exercise, covering all the critical issues. It also ensures that better value for money is delivered by focusing on the issues that are important to people in Devon and Torbay and making sure that new transport provision will be effective and accessible.
- 3.1.3. A draft Equality Impact and Needs Assessment (EINA) based on the draft LTP document was completed in November 2010 in line with the key legal requirements to ensure it had taken into account the needs of all Devon and Torbay's residents. The EINA concluded that the new LTP provided "a sound basis for delivering a future transport system that is fair and equitable for all, and as such fully meets all the requirements placed upon it by law and identified through the impact assessment. It does not have any adverse effects on any particular groups or sections of the community. In fact it has beneficial and non-discriminatory effects for all residents, those working in, and those visiting Devon and Torbay".
- 3.1.4. An initial EINA was also completed at the start of the process in February 2009 to assess the methods for developing LTP3. The issues raised by the EINA are very appropriate to this joint assessment given the need to maximise the positive health and equality impacts for all.

4. The Impacts on Health and Equality in Devon and Torbay of the Local Transport Plan

- 4.1.1. There will be significant positive effects, directly and in-directly, for promotion of fairer, healthier communities through the LTP which seeks to:
- reduce the need to travel by car, hence reducing noise and air pollution, vibration, and injury risk,
 - reduce the number of road accidents occurring,
 - reduce carbon emissions and hence improve the environment, and
 - improve access to goods and services for all through improved sustainable, affordable, and available travel options. For example public transport improvements across Exeter.

- 4.1.2. The implementation of road safety measures, especially where there are specific safety concerns, should result in fewer serious road accidents and may also encourage more people to walk and cycle in these areas. They are also beneficial to the whole community. School safety zones in Torbay are good examples.
- 4.1.3. The encouragement of physical modes of transport such as walking and cycling is also likely where there is appropriate and suitable integration with public transport, especially at interchanges. Proposals to better integrate bus and rail stations will facilitate this, and benefit the whole community but especially those on low incomes.
- 4.1.4. Focus on more efficient public transport infrastructure and services could lead to potential for reduced air pollution as older public transport vehicles are phased out or removed. It could also help raise the profile of public transport, making it a more attractive proposition for all to use by choice.
- 4.1.5. Improvements in air quality could encourage some modal shift especially in Air Quality Management Areas like Hele in Torquay and Exeter, as well as benefiting some of the more deprived areas.
- 4.1.6. Where there are significant improvements to the public realm as a result of reduced traffic levels there is also likely to be improvements to the overall well-being of local residents.
- 4.1.7. Freight management solutions and other traffic management measures which seek to reduce the negative effects of transport on the local environment will encourage modal shift as road networks become more pleasant and less intimidating places to cycle and walk. The proposed freight consolidation centre for Exeter could see fewer HGVs in the City Centre for example.
- 4.1.8. The cumulative effects of the LTP have the potential to be positive but this is dependent in levels of modal shift to more sustainable modes. Minimal modal shift is likely where stand alone measures to encourage behaviour change are implemented. Appendix D lists in more detail a summary of the LTP's potential impacts upon the full cross section of health issues and groups of the population.
- 4.1.9. On the whole the potential to contribute to health improvement is strong.

5. Conclusions

- 5.1.1. The previous two LTP's have guided transport improvements in Devon & Torbay over the past ten years during which time both authorities along with their partners have demonstrated flexibility and innovation to changes in the local and national agenda. Particular achievements highlighted below shows the extent to which transport can work hand in hand with the community and influence the quality of lives of those living, working and visiting Devon & Torbay, including:
- An "Access Wallet" for all people with communications difficulties to enabled them to travel on the bus and train services independently with confidence

- 39,233 Ring & Ride and 18,000 Fare Car passengers are carried every year, providing access opportunities that might otherwise restrict the mobility and lead to social exclusion for many people, especially in more remote areas,
- 95% of Public Rights of Way are 'easy to use' thus giving the opportunity for more people to take physical activity.
- Shopmobility centres in Torquay, Paignton, and Brixham, and nine in Devon including Barnstaple, Teignmouth, and Crediton promote social inclusion,
- Improved opportunities for independence and healthier lifestyles for young people through significant cycling developments especially in Exeter, where 22% of secondary school children now cycle to school against a national average of 3%,
- Bus patronage has increased against a falling national trend. In 2009 24 million passengers were carried on Devon and Torbay's busses, and
- Road Safety figures for both Devon and Torbay continue to stay low and on target to meet national objectives.

5.1.2. The transport system plays an essential role in all our lives, but it is recognised that when people are more reliant upon it for what ever reason, it is vital that it provides efficient and effective access to goods and services that many take for granted thanks to owning a car. How we live and our quality of life is affected by transport in both positive and negative ways. When it works well, transport supports the economy, enhances our environment, contributes towards better communities and encourages healthier and active lifestyles. When it fails its impact can be significant and frustrating.

5.1.3. The new Devon and Torbay LTP provides a sound basis for delivering a future transport system that is healthier, fairer and more equitable for all, and as such fully meets all the requirements placed upon it by law and identified through this impact assessment. It does not have any adverse effects on any particular groups or sections of the community in terms of health, fairness or being equitable. In fact it has beneficial and non-discriminatory effects for all residents, those working in, and those visiting Devon and Torbay, by promoting more sustainable forms of travel and transport.

Appendix B – Local Transport Plan Health and Equality Impact Assessment November 2010**Impact Assessment****Name of policy, strategy, service, function etc. (What is being assessed?)**

Devon and Torbay Local Transport Plan 2011-2026

Accountable person

Name: Andrew Ardley

Signature:

Date: November 2010

Introduction

- **What is the policy or practice for?**

The Local Transport Plan (LTP), required by statute, is a key document that pulls together transport strategy and delivery within a local area and its relevant adjoining areas. This LTP relates to the wider corporate agendas of both Devon County and Torbay Council's and sets out long-term aims up to 2026 together with three five year delivery plans to achieve them. The Government's guidance on LTP states that:

'The LTP is a vital tool to help each local authority work with its stakeholders to strengthen its place-shaping role and its delivery of services to the community.'

The Government have set five national transport goals for the LTP with special emphasis upon the first two:

- 1. Support Economic Growth by increasing connectivity with London and the rest of the UK, providing efficient transport in major growth areas and improving transport links for employment retail and leisure*
- 2. Reduce carbon emissions by making sustainable transport a better choice*
- 3. Improve safety & health by making walking and cycling an easier and safer choice for travelling to work, school & leisure and lesson the negative impacts of transport by reducing accidents & improving air quality.*
- 4. Enhance our quality of life by protecting our beautiful countryside and high quality built environment*
- 5. Provide equality of opportunity for all by connecting rural communities to employment, education & training and involving local communities in the design and delivery of demand responsive transport.*

Devon County Council's (DCC) stated contract with the people of Devon is:

We will improve quality of life and ensure a sustainable future for all by supporting strong, safe and caring communities and ensuring everyone has the opportunity for a fulfilling and prosperous life. DCC's priorities are to:

- *Support local business and tourism*
- *Improve knowledge, skills and productivity*
- *Promote green travel, improve roads and reduce congestion*
- *Provide responsive services that support people and families in need*
- *Reduce waste, improve recycling and reduce landfill*

Torbay Council (TC) has developed its Mayoral Vision which is structured around themes of "Pride in the Bay", "Stronger Communities", "Learning and Skills for the Future", and the "New Economy". TC's priorities are:

- *Enabling development and economic growth;*
- *Enhancing Torbay's built and natural environment;*
- *Improving safety and health;*
- *Improving accessibility; and*
- *Making the big connections, to better connect travel links beyond the area including to London, the North, Exeter, and Plymouth.*

- **What are the intended benefits?**

The people and businesses based in, and visitors to, Devon and Torbay, irrespective of background, income, gender, ability etc. A good transport system, as intended to be delivered by the Plan, is essential to all given transport facilitates access to all other goods and services – this is the fundamental guiding principal behind the LTP – improving access for all.

The LTP covers DCC's and TC's administrative areas. It addresses specific issues presented by connections between the two authorities and beyond via strategic external connections. The LTP has strategies for transport in both rural and urban areas, with specific elements on the "Strategically Significant Cities and Towns" of Exeter and Torbay, as well as for the Market and Coastal Towns across Devon. By being "place" based, it is hoped more local solutions specific to local situations and need can be developed. The strategic element of the plan has strategies to 2026, whilst individual implementation plans will run for 5 years.

- **Is there any overlap with other policies or practices?**

The existing 2006 LTP will be overtaken, hence all its policies and strategies have been reviewed and carried forward as appropriate. These include a fundamental principal that accessibility for all, irrespective of income, status, age, gender, sexual orientation, ethnicity, or ability etc, will be provided to enable full and proper reasonable access to goods and services such as employment, education, health, leisure, and retail functions. There are a number of other Plans and duties that need to be reflected in the LTP, some statutory requirements and others recommended in guidance. Naturally there are many external health strategies that must be taken into account, along with guidance such as NICE guidance that provides the evidence base for promoting and creating built or natural environments that encourage and support physical activity (www.guidance.nice.org.uk/PH8).

Policies within Local Authority remit include:

- *Network Management Duty*
- *Carbon Management Strategy*
- *Transport Asset Management Plan*
- *Air Quality Action Plan*
- *Rights of Way Improvement Plan*
- *Noise Action Plans*
- *Bus information duty*
- *Local Economic Assessment Duty*
- *Children and Young Peoples Plan*
- *School Travel Strategy*
- *Disability Equality Duty (DDA2005)*
- *The Equality Bill 2010*
- *Emerging Local Development Frameworks*
- *Community Strategy and Plans*
- *Green Infrastructure Strategy*
- *The Torquay Harbour Area Action Plan*
- *AONB Management Plans*
- *The AONB Management Plans*

Consultation

How and when have you consulted with people who might be affected? Who did you involve? Remember to include stakeholders and partners in discussions that may affect them.

Stakeholders and the public were consulted. Stakeholders included those regularly involved in transport, either in its provision or representing specific user groups such as District Councils, the business community, the elderly and disabled, representatives of rural areas, and community groups/ councils / voluntary associations covering the whole range of individuals and contacts as identified by specialist teams within both Authorities engaged in community participation.

The Devon and Torbay public were consulted throughout the LTP development, either individually through the press, surveys, and face to face events, or through all Council Members and Parish / Town Councils.

Consultation of all different age groups and as representative a cross section of society has occurred wherever possible. Specifically, it has included:

- *Panel Hearings where stakeholders presented their priorities for transport. Some of the many attendees included the Avocet Rail Line Group, Exeter City Council, Passenger Focus, campaign for better transport, Highways Agency, Torbay Development Agency, Exeter University Student Union, Living Options Devon, Exeter Cycle Forum, Devon Pensioners Forum, Go North Devon, North Devon Plus, Devon Countryside Access Forum, Senior Council, the Imperial Hotel Torquay, Beverley Holidays, Brixham Chamber of Commerce, Torbay Local Access Forum, and Torbay Care Trust. Many organisations expressed an interest in attending but were unfortunately not able to attend, either because the Panel Hearings were over subscribed or the organisations could not send any representation. Where they did not attend, they were encouraged to send in their initial views and also take part in the wider public consultation from September, for example Devon Fawcett and two Members representing rural areas. Appendix 1 shows more consultee information.*
- *Business Breakfast Meetings*
- *DCC and TC Officer workshops*
- *Events and Surveys to capture the views of the general public including Devon agricultural shows, Future of Transport in Exeter Consultation, travel tallies, the Torbay Consultation Caravan in the three towns high streets*
- *Local and national Research of public views on transport, including national rail and bus surveys, TC's Viewpoint Panel and DCC's Devon Voice Surveys both of around a thousand people from a representative demographic cross section of each area, the Torbay Older Peoples Forum, and You Say Your Bay Youth Parliament Congress. Place Surveys for Devon and Torbay covered over 2000 people over 18 – these bi-annual national surveys help inform 18 Local Area Agreements (LAA) National Indicators. The National Transport Surveys measured over 3000 people's levels of satisfaction on a range of highways and transport services in their local area. They enable benchmarking between authorities*

Further consultation on the draft document has been undertaken via an on line consultation tool and distribution of hard copies of the LTP to libraries, council offices etc, as well as on request. Stakeholders were personally invited to comment by email whilst the public were encouraged by press releases, leaflets, website, and posters. Appendix A shows a list of stakeholders. For full information on the extensive consultation process, a separate Report of Consultation is available as part of the suite of Local Transport Plan documents.

Evidence

The LTP has been informed by national, regional, and local data about Devon and Torbay compiled in a separate Evidence Report available as part of the suite of Local Transport Plan documents. The data provides a picture of Devon and Torbay past and present, including the local crime survey for example identifying personal security issues for women and LGBT people using public transport. Such information and consultation feedback has provided valuable insight into planning better access opportunities for all their futures through adapting the LTP, for example regards prioritising public transport schemes ahead of road schemes.

What information, research, feedback and data have you used to support your findings, and what is it telling you? Include the relevant information in the response to each question.

Some questions may not be relevant to your proposal, but you will need to note why they do not apply. Impacts (positive and negative) should be considered over the whole life of the proposal and the lifetime of its implications.

Separate documents provide greater detail regards evidence and needs that were identified from consultation and extensive review of existing research including national, regional, and local surveys. These documents are the "Evidence Report" and the "Report of Consultation"

Economic

In what way will the policy or practice:

Impact on businesses or the environment in which they trade (i.e. job opportunities, average wage levels or access to employment)?

The business community has emphasised the need for an efficient effective transport network to support business development now and in the future. The LTP has economic growth as one of its top two national goals set by the Government. All policies and programmes are designed to assist business growth, creation of jobs and wealth, and improve accessibility for all to ensure a skilled and attractive workforce is available. This will help vulnerable groups by opening up opportunities that might otherwise not be provided, as well as facilitating them getting to them, for example through Wheels to Work that enables 16-18 year olds without their own transport to loan motorcycles or mopeds to get to work

Improve business infrastructure (e.g. workspace, broadband access, communications links)?

The LTP seeks to create efficient effective transport and travel networks that are vital to businesses as well as vital to facilitate future growth known and as emerging in Local Development Frameworks. An emphasis on helping the existing network cope through an increased role for sustainable travel modes exists – this includes where appropriate managing demand for travel by removing the need for it altogether through investigation of the potential for office hubs located in centres of communities as well as improved broadband roll out across the area will be of real benefit to rural areas that traditionally are hard to reach and hence less attractive to wealth creation as well as accessing goods and services – IT solutions have been identified nationally by the Government as being able to remove barriers to opportunities, and regional hubs will also open up opportunities to those without access to their own IT equipment.

Be delivered differently in rural areas?

The LTP policies and programmes are applicable to the whole area unless specific to a particular area such as Exeter or Torbay. Considering the movement of goods and people in rural areas is a challenge given the extra issues that exist, such as distance, costs, levels of demand and patronage etc. However, the overall objectives, goals, and principals area applicable everywhere. One example where the Plan seeks to do more is in providing more suitable and appropriate public transport solutions, with the continued support of "Fare Cars" for example.

Be viable for voluntary or community partners to deliver?

There are some programmes specifically geared to voluntary and community partners to deliver, such as shopmobility, car clubs, community transport schemes, and travel plans, and where appropriate, resources are identified. As part of the new Localism agenda, the Plan can be adaptive given the flexibility of three five year implementation plans. Feedback from Shopmobility highlighted its growing role in an ageing Devon and Torbay, both in terms of geographical coverage and range from centre.

Affect the ease or cost of travel to access a service?

The LTP is committed to enabling accessibility, irrespective of income, status, age, sex, ethnicity, or ability etc, and to enable full and proper reasonable access to goods and services such as employment, education, health, leisure, and retail functions. The cost of travel is recognised as a barrier for some groups to travel, hence the provision of a variety of options such as community transport, car share schemes, car clubs, wheels to work, etc together with revenue support for concessionary fares.

Create a demand for existing local skills?

By creation of an efficient effective transport and travel network, existing and new businesses can be supported and existing local skills can be accessed – both can then grow together. Transport currently is a key barrier to growth, according to consultation feedback.

Impact differently on smaller businesses and the self-employed?

There should be no difference – all sectors will benefit

Impact differently on traditionally rural businesses (e.g. agriculture, construction and tourism)?

There should be no difference – all sectors will benefit

Support enterprise and the creation of new businesses?

By creation of an efficient effective transport and travel network, new businesses can be supported and existing local entrepreneurial skills can be encouraged – both can then grow together. Transport currently is a key barrier to growth, according to consultation feedback.

Affect competition?

Local companies can better compete locally, regionally, nationally and internationally with improved travel, transport and broadband networks

Environmental

In what way will the policy or practice:

Reduce waste, or send less waste to landfill?

As sustainable travel options become more popular, there is the potential that people will become more aware of the environment and their role within it. This could assist in getting the recycling message across. The efficiency of the actual recycling collections may also benefit if traffic levels, including on-street parking, are managed in such a way that reliability and penetration of collection rounds can be improved

Conserve and enhance biodiversity (the variety of living species) and the landscape?

Biodiversity can benefit from increased and enhanced green infrastructure such as walking and cycling routes creating green corridors for nature to flourish in. It is one of the national goals behind the LTP.

Conserve and enhance the quality and character of our built environment and public spaces?

Management of road space and traffic are integral to the LTP. So for example, schemes to improve the public realm by removing through traffic and enabling the street scene to be better enjoyed (as proposed around key sites identified within the Mayoral Vision in Torbay), as is recognising that traffic, especially motorised, has no automatic right to dominate certain types of street, as reflected in the growth of 20 mph zones in Exeter's residential roads. The Strategic Environmental Appraisal (SEA) highlights that measures which aim to remove traffic from the town centres could also lead to some minor health improvements in the long term due to improved air quality and reduced noise levels.

Conserve and enhance Devon's cultural and historic heritage?

As above

Minimise greenhouse gas emissions?

Reducing emissions is a top national goal for the Plan and is achieved by promoting sustainable travel modes such as walking and cycling, public transport, and working from home.

Affect pollution (including air, land, water, severance, light and noise)?

Proposals to reduce vehicle traffic by promoting sustainable travel and smarter choices to reduce the need to travel, to cut street lights during night times in certain areas, and to redefine parts of the network through public transport priority measures or public realm enhancement schemes, will lead to positive impacts on pollution. There are some proposals such as road building and improving accessibility to Exeter Airport (albeit by sustainable means) that will lead to increased pollution.

Contribute to reducing water consumption?

As sustainable travel options become more popular, there is the potential that people will become more aware of the environment and their role within it. This could assist in getting more buy in to the need to conserve water use.

Be vulnerable to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms and extreme weather; and rising sea level)?

The LTP has been developed with the need to consider climate change adaption and mitigation. Road maintenance is especially vulnerable to changing climate as set out in the Asset Management Plans and certain routes are similarly at risk such as the Exeter-Teignmouth railway line and Torbay coastal road. Disruptions to the network affect the smooth running of all travellers and need to be minimised.

Social and Health

In answering the questions below, consider:

- What are the characteristics of the different diversity groups/communities of interest which could mean that they are discriminated or disadvantaged or excluded?
- Do different communities have different perspectives or levels of expectation or need?
- If there is any scope for bias or prejudice?
- If the policy or practice is consistent with local health improvement targets, equality policy, equality and human rights legislation?

Refer to Diversity Characteristics on the Impact Assessment web pages for more information.

In what way will the policy or practice:

Disadvantage different groups (communities of interest / diversity characteristics)?

- What steps will be taken to prevent or minimise this disadvantage or remove unlawful discrimination?

Is any (lawful) disadvantage avoidable? If so why and how can it be justified and is it a necessary, legitimate and proportionate way of achieving the aims?

Whilst the LTP is designed to improve the quality of life for all, development of it has been mindful of the particular local needs of vulnerable groups including those without access to a car and the growing numbers of elderly and people with a disability, a particular issue for both Devon and Torbay. Hence there is a significant effort to promote accessible forms of sustainable travel that meet the needs of local people and enable opportunities to reach goods and services. Indeed the SEA highlights that “Many potential schemes proposed for Torbay in the LTP3 Strategy are expected to benefit the health of the population particularly as several areas of Torbay are within the top 30% most health deprived areas in England”. Appendix D highlights some specific examples relating to the different Strand groups.

Overall, however, Devon and Torbay are unique having large elderly populations which are predicted to grow through to 2026, the lifespan of this LTP. Further, Devon, as a large rural authority, must address issues of rural isolation for all, including those without access to a car such as the young, elderly, or those on low incomes.

Low income groups are a great concern to Torbay, where specific wards are amongst the worst in terms of social deprivation in the UK, and the Bay itself is one of the poorest regions in the South West. Further detailed information on the demographic and socio-economic characteristics of the areas can be found in the separate Evidence Report, one of several technical documents accompanying the main LTP itself.

From the local consultation with groups such as the elderly, those with mobility impairments, and the less well, our findings mirrored those of national research, such as the Disability Rights Commission which indicated how disabled people experience disadvantage in terms of transport and travel. The National Travel Survey too showed disabled people made fewer journeys, and were more reliant on public transport than the general population.¹

In a Department for Transport (DfT) report of the travel behaviour, experiences and aspirations of disabled people, it was found that as a result of uncertainty or inaccessibility at any point of the journey, from the planning stage, through to the successful completion of a journey, disabled people’s transport use and travel aspirations were constrained. It identified multiple barriers and corresponding enablers, as experienced or suggested by participants, for access to transport and travel for disabled people². This has left a determination to ensure high quality public transport is delivered through the LTP period and open to all.

The DfT’s Single Equality Scheme³ highlighted:

- Ethnic minority communities are more likely to depend on public transport than the wider population and are less likely to have a car. The Devon and Torbay LTP promotes improved public transport infrastructure, services, and importantly information across the board. All will contribute to encouraging greater use and understanding of the system locally. For more specific targeted information including regards route information, the separate Public Transport Strategy should be referred to.
- There is a heavy reliance on private transport amongst older people from an Asian background; many cite lack of spoken English as a reason for not using public transport – improved information as well as partnership working with the operators who operate driver training courses at [Devon Drivers Centre](#) can help address this.
- A lack of accessible transport impacts upon older people’s ability to maintain their independence and access the essential services and facilities that underpin quality of life – given the current and projected high elderly demographic, this is a fundamental issue for the Plan, and Torbay for example, are seeking to ensure good quality transport serves all residential areas, whilst library vans in Devon tour remote settlements.
- Declining physical mobility with age can lead to older people having to give up driving, even though they feel that owning a car provides independence – whilst this is a recognised issue locally, indeed the Torbay Development Agency has identified a significant number of “affluent greys” within 20 minutes of Torquay who own cars, improvements to public transport, the Concessionary Fares scheme, and improved road safety education for drivers such as “Driving Safely for Longer⁴” by both Devon and
- Torbay will all help address the issues positively.

¹ Travel Behaviour, Experiences and Aspirations of Disabled People –

- *Safety and reliability are key components of acceptable public transport provision across the equality groups. Priorities tend to differ between the groups, depending on lifestyle – although priorities may differ, issues that the Plan is looking to address affect all including improved bus stops and waiting areas with better lighting and more frequent bus services. Both authorities also offer bus times by text allowing passengers to minimise their wait at bus stops.*
- *Women are more likely to travel by bus than men and to rely more on public transport. When asked, however, women have said that waiting at bus stops and travelling by public transport makes them feel isolated and vulnerable to attack, particularly in rural areas – improved lighting at bus stops as well as offering more alternatives to travel especially in rural areas such as fare cars and broadband will help address in part this concern.*
- *At poorly lit bus stops, some women and LGBT travellers have expressed feeling more vulnerable than other people; the same is true at unstaffed trains and railway stations. This has been recognised and improved lighting at bus stops will be provided as well as working with the rail operators to improve the whole station experience. Both authorities also offer bus times by text allowing passengers to minimise their wait at bus stops.*
- *Childcare responsibilities account for women’s concerns around traffic calming measures and speed limits on urban roads, and the provision of available and inexpensive parking near shops, schools and hospitals – both authorities are proud of their records of low child casualty numbers, school travel plan development, and safer routes to school work encompassing cycle and pedestrian training as well as road improvements – there are no plans to deviate from these efforts either, with more school safety zones incorporating “20” zones in Torbay planned, for example.*
- *For ethnic minority communities, information and staff attitudes are priorities for improved provision. Language problems for some make access difficult, but technology offers solutions for the future – improved driver training and improved information are intended as part of the package of public transport improvements, and already both Councils can provide their information in alternative formats, including Braille. In Devon and Torbay seasonal workers from abroad could be thus affected more than other people, whether working in Torbay’s tourism industry or Devon’s agricultural sector for example. Travel planning with employers will assist in removing barriers to travel by identifying issues in advance. Thus solutions such as leaflets in appropriate languages could be arranged.*

Benefit different groups (communities of interest / diversity characteristics) for example by advancing equality of opportunity and fostering good relations between different groups?

The LTP supports charities and community groups, encouraging community participation and involvement in developing local travel solutions to fit local need. For example community transport schemes such as fare car, wheels to work, and local ideas to develop through travel plans. The LTP promotes effective efficient sustainable transport modes that are likely to be available for all, irrespective of income, with particular emphasis on developing public transport, walking and cycling, such as through bus priority measures, improved information, improved bus routes such as Service 67 Brixham to Torbay Hospital, enhanced rail services, improved footpaths and crossing points, and Cycle Exeter. This promotes physical activity, good mental health, socialisation, etc. and stops the more vulnerable groups like young people, the elderly, and impaired especially living in rural areas from becoming isolated. The SEA highlights that "Road safety schemes including cycle training, walking buses, advisory speed signs and new pedestrian crossings will likely improve safety and reduce risk of accidents. New 20mph zones will further improve safety in residential areas."

The LTP promotes improved bus services, information, and infrastructure such as better lit waiting shelters, which will directly improve the lives of many groups that have expressed concerns as identified nationally by the DfT and locally through the consultation process, including people in rural areas, women, and LGBT groups. The SEA highlights that "In the short to medium term, public transport improvements including CCTV and better lighting at bus stops will reduce fear of crime especially in the deprived locations. Deprivation in relation to crime is greatest in the town centres, particularly Torquay, and so improving safety measures will help address these issues."

Have no differential impact? E.g. the impact will be the same for everyone, taking into account that some groups may be disproportionately disadvantaged if they rely on something more than others.

Operationally:

- *Traffic Noise and emissions will increase as a result of strengthening Devon's external connections by road*
- *Loss of revenue funding to support school travel work, Cycle Exeter and other sustainable initiatives as well as speed cameras and the Road Safety Partnership is detrimental to all*

Strategically:

- *The importance placed upon improving air quality over economic enhancement, and accordingly the levels of funding allocated to each area – those with respiratory conditions will clearly be disadvantaged*
- *How planned growth and development is served by transport - sustainable public transport links are essential to provide access for all, inc. to health facilities*

Reduce socio-economic and health inequalities and economic disadvantage? (if not already covered under the Economic section of this report).

From the Steering Group itself, building upon DCC's Beacon Authority status for road safety and the natural environment offered in particular throughout the Bay with its superb coastal views, give the LTP a firm basis to promote physical activity and equal opportunity, assisted by recognising the need to combine all possible funding sources (corporate, S106, revenue, capital). Specific proposals that will reduce inequality are:

- *Supporting improvements to buses and the concessionary fares scheme, both good for mental health, socialisation, and social inclusion, and LGBT, women, ethnic minorities and low income groups in particular.*
- *Effective efficient transport modes likely to reduce frustration, good for all drivers in Devon and Torbay*
- *Support charities and community groups – good for community participation / involvement, for example shopmobility where the LTP is aware from consultation of the need for more funding to not only increase the numbers of centres it operates, but also the distance from that centre*
- *Improving journey time reliability reduces stress - walking and cycling are the most reliable journey times modes and are available to all. Evidence from Sustrans highlights that women can be reluctant to cycle, however dedicated training courses are now planned.*
- *Maintaining a programme of Bikeability training to the young people of Devon and Torbay.*

The SEA highlights that "Many potential schemes proposed for Torbay in the LTP3 Strategy are expected to benefit the health of the population particularly as several areas of Torbay are within the top 30% most health deprived areas in England."

Further, research shows that Access and social isolation are major factors in determining the mental state of people in rural areas⁹, hence the LTP will help improve mental health of individuals by increasing access to green spaces which will enhance wellbeing, and by increasing social interaction and physical activity.

Sustainable interventions that promote mental health and wellbeing including insulating homes, healthy eating, active transport and access to green spaces¹⁰

Encourage community action and support for people in need?

Provides funding for services to enable accessibility to goods and services for all people, as well as support, both financial, advice, and other support, to help local community based schemes such as wheels to work, shopmobility, and community transport

Tackle the causes of behaviour that intimidates, hurts or offends others?

From the Panel Hearings, enhancing customer experiences of public transport will encourage increased patronage and fewer opportunities for isolation and intimidation, or exclusion for example through lack of low floor buses. The LTP recognises that transport and travel needs to be tackled differently to provide people with a better service that meets their needs more appropriately, thus improved information at better lit bus and rail stations and bus stops, and services that people actually want as opposed to what is believed necessary, together with renewed buses are all integral parts of the Plan. The SEA highlights that "In the short to medium term, public transport improvements including CCTV and better lighting at bus stops will reduce fear of crime especially in the deprived locations. Deprivation in relation to crime is greatest in the town centres, particularly Torquay, and so improving safety measures will help address these issues."

Provide access to services and facilities more locally?

¹⁰ Mind (2007) Rural issues in mental health,
www.mind.org.uk/help/people_groups_and_communities/rural_issues_in_mental_health.

The LTP aims to promote an efficient effective transport network inspired by improved sustainable travel options including walking, cycling, and public transport. Connecting key places of interest such as residential areas with employment, education, leisure, health and retail venues is a priority, as is ensuring the information and knowledge to use them is made available. Programmes like safer routes to school and school travel plans have demonstrated how effective the two Councils can be at opening up access to local schools.

The SEA highlights that “Long term benefits to health are achievable through schemes relating to walking, cycling and Public Rights of Way improvements which will provide an enhanced opportunity for locals and visitors to use this as a viable alternative form of transport for short and medium trips. This will lead to localised positive impacts through increased physical activity.”

Increase community engagement with the work of the Council?

The LTP will focus on individual needs to provide a transport network fit for purpose, given the available resources. It will develop existing and new partnerships, working with key employers, schools, public sector and voluntary groups to promote more localised solutions through travel plans and behaviour change initiatives that can be low cost solutions organised from the bottom up, but which have the potential to deliver significant benefits such as improved access for all.

Cycle training, driver training, education, training and publicity, and improved information especially for public transport can all stimulate communities to work with the Councils, as can working with the existing natural resources around communities to develop the potential that exists, for example exploiting the potential of enabling more practical use of green infrastructure to reduce inequalities, such as the Shiphay Cycle Route linking the Torquay seafront to the main hospital.

The Steering Group was particularly keen to ensure that bus routes served areas of poor health (high obesity, coronary heart disease, other diseases etc), which correspond to areas of high deprivation, including by providing regular frequencies throughout the day and evening rather than just focus on commuter peaks, introduction of initiative pricing structures such as “Niterider” for young people, will all help improve social inclusion

There is an opportunity to introduce “Community Agents” to provide transport and / or travel information locally, and enable the Councils to provide more streamlined services.

Combined Impacts

Are there any conflicts between social, health, environmental or economic impacts? How will these be balanced?

There are contentions between how resources will be allocated between schemes that will reduce congestion and hence support economic growth such as road widening schemes, and other schemes that typically offer greater environmental, health, and social benefits such as cycle improvements. Whilst the latter will help economic growth too, given that vehicular travel still is the dominant mode of choice, the numbers benefiting from such schemes are considerably less. Balancing these different needs remains an issue dependant upon sources and amounts of funding, local political will, and public opinion.

Good examples are Dinan Way in Exmouth –to complete the extension to the main Exeter road and assist a particular “peak” problem, or look to develop alternative travel options such as a second rail station. Also Bridge Road in Exeter, where widening the road to add more road space does not serve the wider community, just the peak time commuters, as opposed to funding for the Devon Metro scheme and a local Marsh Barton station.

There are also conflicts between where to focus resources – should it be to reduce delays and assist Exeter’s economy, or should more funds be prioritised to, for example, addressing social and economic needs in North Devon?

Improvements and changes

Can more positive action be taken? Why and how? What are the resource implications?

As a high level strategic plan, it has been developed to take account of all the issues surrounding fairness and openness to ensure discrimination, intentional or not, does not occur. The three five year delivery plans that set out programmes and schemes to deliver the strategy, draw out these themes along with the overriding objectives, goals and priorities, and will be fully compliant with the agenda to ensure fairness. The delivery plans will be monitored and reviewed, allowing any adjustments to be made along the way. The whole Plan has been based upon considerable consultation, research, and feedback from relevant council service teams, such as road safety and public transport. These teams have specific strategies with action plans including objectives and outcomes that can be made more focussed to address the specific equality and health needs across Devon and Torbay that have been highlighted. Such plans can also provide monitoring frameworks to assess how effective or not the impact of the LTP, as summarised in Appendix D, has been.

What other changes have been made as a result of the Impact Assessment?

The Strategy document has evolved through the process taking on board comments relating to health, equality, and socio-demographic factors from the extensive consultation and research undertaken, as well as the good practice learned from networking with other authorities in the South West. Nevertheless the views of health professionals and other members of the Steering Group feeding into the HIA highlighted areas that tallied with some of the key findings from the Panel Hearings, for example the need to provide affordable public transport for young people. But other feedback was new. For example highlighting the need to ensure all members of society were considered throughout the process and at all times, rather than become fixated with commuters struggling through peak time journeys for the betterment of the wider economy during the current tough trading conditions. The geographical placed based approach has helped the document be better developed in a way that is fair for all as far as reasonably can be achieved.

What is going to happen to your proposal? E.g. will it be part of a service plan, a new policy or strategy, or an implementation plan for a project?

Make sure that recommendations for change are noted and added to the service plan or action plan for the policy or activity.

No recommendations for changes have been necessary given the feedback has been incorporated into the LTP document, as can be seen with, for example, the emphasis placed on improving public transport in general across the board to cover all times of day to better serve the needs of those without access to a car, the elderly, young people, single parents etc. The Plan and delivery plans will be reviewed periodically to ensure future recommendations where needed can be incorporated into revisions for ongoing implementation.

Risks

What are the risks of not implementing the proposals or making improvements?

Assess these for likelihood, impact and severity.

At this stage there are no risks associated with the LTP not meeting the requirements as covered under this Impact Assessment, given its high level of compliance thanks to existing good knowledge, consultation with relevant groups, and research carried out.

Appendix C – Health and Equality Impact Assessment – “SWOT” Analysis

Strengths	Brief Reason for LTP Impact
<p>The Organisation / processes:</p> <ul style="list-style-type: none"> • DCC Beacon road safety authority • Several possible funding streams for implementing schemes • HIA experience from Sherford / Cranbrook – proven track record 	<p>Road Safety at Torbay Council and at DCC including the Devon Drivers Centre offers good opportunities to reduce inequalities, for example by providing language / behaviour courses for bus drivers, and cycle training for adults and children.</p>
<p>Proposals that will improve health:</p> <ul style="list-style-type: none"> • Walk / cycling e.g. Cycle Exeter, leisure cycle routes like Exe trail • Park and share / ride • Behaviour change initiatives • Buses / concessionary fares • Effective efficient transport system • Support charities and community groups 	<p>Efforts to improve the ability for all to use sustainable travel options will help improve access for all, irrespective of income or ability. It will also encourage more physical activity, including encouraging people to leave their homes to take advantage of goods and services that may be available to them through the various travel options made available to them.</p>

Weaknesses	Brief Reason for LTP Impact
<p>Strategic</p> <ul style="list-style-type: none"> • Predicting the future uncertain, especially funding • Safety & health, not economic growth local priority • Avoid over focus on the peak problem and Exeter, hence remember the vulnerable groups, other areas, e.g. less well of like Okehampton 	<p>As a long term, complicated, and cross cutting strategy, the LTP invariably suffers internal conflicts between various objectives, thus supporting economy as well as environment, and recognising that some local opinion and indeed evidence on local need on direction differs to the strategic vision, for example supporting Exeter’s growth or social need in Tavistock, Okehampton, or North Devon.</p>
<p>Operational</p> <ul style="list-style-type: none"> • Natural / social barriers to cycling • Community transport can’t accept Concessionary Fares. • Role of HGV reduction / motor cycles / speed management • LTP cannot formerly use revenue to support voluntary sector 	<p>Barriers to promoting sustainable travel and improve access for all are natural, such as Devon and Torbay’s topography that discourages walking and cycling for some, as well as legal in terms of what the LTP can and cannot do, such as fund volunteers to man shopmobility offices. There are also issues regards how some measures to control vehicle movement and improve quality of life for others do not go far enough, such as controlling HGV travel.</p>

Opportunities	Brief Reason for LTP Impact
<p>Strategic</p> <ul style="list-style-type: none"> • Prioritise investment to promote health over peak congestion 	<p>The overarching direction of the LTP to promote sustainable travel is in keeping with strategic health objectives to improve physical</p>

<p>Operational</p> <ul style="list-style-type: none"> • Enable social trips by vulnerable groups • Target behaviour change initiatives at vulnerable groups • School based sustainable travel ETP • More road safety training - Cycle training for all and Driver training / marketing • Improved Bus information and services • Green infrastructure • South Devon Link Road • Public realm & signing improvements could increase walking • Torbay “Niterider” 	<p>activity as well as equality objectives to improve opportunity for all. Individual schemes, the majority of which will enhance access to sustainable travel opportunities, offer many opportunities for all, even the most vulnerable, to access more goods and services as well as improve their individual and collective health and wellbeing.</p>
<p>Radical ideas:</p> <ul style="list-style-type: none"> • Community Travel & Transport Agents • Taxi vouchers for rural Blue Badge / concessionary fare pass holders • More leisure cycle routes like Exe and hire / loan scheme 	<p>The Steering Group offered a variety of ideas on how further travel and transport could improve equality and health locally, however, at this time given current legal and financial restraints, they cannot be taken forward</p>
<p>Threats</p>	<p>Brief Reason for LTP Impact</p>
<p>Strategic</p> <ul style="list-style-type: none"> • Declining air quality and ageing population • Funding balance between health, environment and the economy? • All new growth needs sustainable public transport links 	<p>The LTP is subject to various internal conflicts, such as economic promotion and reducing carbon, given its strategic nature. There are some concerns though that by not addressing health and wellbeing especially given a growing elderly population, health may suffer.</p>
<p>Operational</p> <ul style="list-style-type: none"> • Noise, rising carbon, etc of improved external connections • Loss of revenue support for community transport, school travel plans, Cycle Exeter, and road safety partnership • Cost of public transport – real and perceived • Rationalise rural bus services • Exeter Air quality • New road designs to serve traffic flow or lifestyle of locals? • Ageing population less mobile and more reliant on public / community transport / shopmobility • Current public transport inflexible for today’s and tomorrow’s lifestyles • Rurality • South Devon Link Road will increase traffic, pollution, severance • Torbay’s high deprivation and topography 	<p>Proposed schemes such as reorganising rural bus services in Devon could have adverse impacts on equality and health, by reducing accessibility. Others such as supporting external connections and some road building schemes will invariably be detrimental to wellbeing although they may be beneficial in some aspects, such as improving economic regeneration and hence local prospects.</p> <p>For some of the Steering Group, more needed to be done more quickly if the LTP was to make a real impact and difference to people’s lives, but such a transition towards a transport plan so geared towards sustainable travel was restricted both financial and political.</p>

Appendix D: Summary of Impact of LTP on Health and Equality

+++ High Positive Impact ++ Medium positive Impact + Small positive Impact

Determinant of Equality and Health	Impact of LTP	Brief Reason
Poverty and income	+++	Better access to jobs and services, education and training, by improving sustainable travel options and infrastructure
Affordable & better housing	++	Improve access to housing from town centres, and to goods and services, as well as increasing requirements of new housing, such as the need for cycle parking, electric charging points for future car / invalid carriage charging.
Health inequalities	+++	Increased cycling and walking opportunities will be enabled by better infrastructure, and improved public transport
Community Safety	+++	Build safety into design of new infrastructure facilities, such as at bus stops, public transport interchanges, as well as use and application of street lighting
Education and Attainment	+++	Better access to education and training opportunities for all, such as Wheels to Work moped loan scheme, and Service 12 linking South Devon College to Paignton, Brixham, and Torquay.
Employment	+++	Better access to labour markets, education and training opportunities by improving sustainable travel links, such as new rail stations at March Barton and Edginswell as part of the improved Devon Metro scheme
Work Environment	++	Improving education and engineering will continue to help reduce risk of road traffic collisions - the single largest cause of occupational fatality in the UK
Leisure/Culture	++	Promotion of, and, increased opportunities for active travel as a result of improved sustainable travel infrastructure such as new walking and cycling routes
Accidents	+++	Reduction of death and injury on the highway through education and engineering, as well as shifting the split of modes towards more sustainable options
Community Severance	++	Reduce severance by reducing the road as a barrier to non-car users, for example by pedestrian crossings, and installing seating and trees to improve appearance and layout of roads to reduce their visual impact
Social exclusion (jobs, services, social interaction)	+++	Ensure the most vulnerable are not excluded from access to goods and services because of the transport network, e.g. appropriate street lighting, Wheels to Work Scheme, concessionary travel support, shopmobility
Community Development	+++	Support to community transport and provision of subsidised bus services
Social services/provision and access	+++	Ensure the most vulnerable are not excluded from services because of the transport network – street lighting, Wheels to Work Scheme, concessionary travel, shopmobility etc, and support delivery of services by better travel solutions
Health services/provision and access	+++	Increased provision of more sustainable, improved travel options to access health services including for patients, visitors, and staff – work placed travel planning and targeted bus routes.

Local Transport Plan 3

Equality and Health Impact Needs Assessment

The built environment & open space	+++	Improvements to the public realm can be established as part of larger regeneration schemes, such as town centre enhancement schemes where road space may be reorganised to benefit social interaction.
Accessibility, mobility and transport	+++	Ensure the most vulnerable are not excluded from goods and services because of the transport network, e.g. appropriate street lighting, Wheels to Work Scheme, shopmobility, concessionary travel support, community transport
Visual appearance	+	Continued road maintenance. Promotion and provision of opportunities for sustainable travel to reduce the need for the car to dominate road space
Waste	+	Minimisation of waste from highway works through increased use of recycling and improved coordination of street works by all
External air quality, air pollution	++	Motor vehicles are responsible for nitrogen dioxide, carbon dioxide and PM emissions. LTP to mitigate impact.
Noise	+	Motorised transport is a common source of noise pollution. Partnership working necessary to reduce impact.
Energy consumption	+++	Increase opportunities for sustainable travel and use of new technology, for example by providing electric charging points to cater for future demand as electric car technology becomes mainstream. Raise awareness of impact of travel choice on climate change.
Diet/Health Eating/Access to Healthy Food	+	Work with Health Partners on healthy lifestyle campaigns as well improve travel options to access more goods from a variety of locations and producers, including food delivery networks.
Physical activity	+++	Promote and provide for active travel
Alcohol	+	Measures to reduce road casualties resulting from alcohol consumption, such as Learn2Live
Smoking	+	Ensure no smoking in County Council vehicles.
Drugs	+	Reduce crime; fear of crime and anti social behaviour that act as a deterrent to using the transport network. Education measures regarding driving and the use of drugs.
Sexual Health	No impact	
Effect on Different Population Groups		
Older people	+++	Improved accessibility to services. Improved infrastructure needed for low floor buses. Concessionary travel scheme.
Women	+++	Improved lighting at bus stops and driver training
LGBT	+	Improved lighting at bus stops and driver training
Children	+++	Measures to reduce road casualties involving children. Promotion and provision of more active travel opportunities.
Families	+	Provision of leisure activities e.g. Rights of Way Improvement Plan.
People with disabilities	+++	Infrastructure to improve facilities for disabled as well as enhanced customer experience.
People with chronic illness	+	Promotion and provision for active travel can help some people with underlying health conditions
People on a low income	+++	Better access to jobs and services. Through more efficient public transport and better walking / cycling routes

People in rural areas	+++	Provision of frequent innovative services to support public transport such as fare cars and community transport to provide more travel options of higher quality and better matched to needs of the individual.
People who are homeless	No impact	
People with drugs or alcohol problems	+	Partnership working in Crime Reduction Partnerships, street lighting, measures to reduce casualties resulting from drug/alcohol misuse.
Black and minority ethnic groups	+	See Equalities Impact Assessment.
Refugees and asylum seekers	+	Accessible information available in different languages
Non-residents - workers	+	Measures to improve access to employment, education and services include cross boundary measures.
Non-residents - visitors	+	Measures to reduce congestion and improve accessibility. A good LTP will improve Devon and Torbay as a destination of choice for active outdoor pursuits such as walking and cycling using the infrastructure provided

Appendix E – References and Further Reading

1. Torbay Public Health Annual Report 2010 (Draft) – Torbay Care Trust
2. Torbay's 2010 Joint Strategic Needs Assessment (Draft) = Torbay Care Trust,
<http://www.torbaycaretrust.nhs.uk/documents/torbay%202010%20jsna%20report%20-%20draft.doc>
3. Looking Ahead – Our Promises to You: The Torbay Care Trust Strategic Plan 2008/13 –
<http://www.torbaycaretrust.nhs.uk/publications/Publications/Refresh%20of%20the%20Torbay%20Care%20Trust%20Strategic%20Plan.pdf>
4. Rural Health and Wellbeing Strategy for Devon 2010-2013 – NHS Devon & Devon County Council
5. Devon Joint Strategic Needs Assessment (JSNA) 2009 – Devon County Council,
<http://www.devon.gov.uk/CONTRAST/index/socialcarehealth/ourplans/jsna/jsnaprofiles.htm>
6. Promoting and Creating Built or Natural Environments that Encourage and Support Physical Activity: National Institute for Health and Clinical Excellence -
www.nice.org.uk/nicemedia/live/11917/38983/38983.pdf
7. Travel Behaviour, Experiences and Aspirations of Disabled People
8. <http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/scienceresearch/social/travelbehaviours.pdf>
9. Evidence Base Review on Mobility - Choices and Barriers for Different Social Group
10. http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/scienceresearch/social/evidence_base_review_on_mobility
11. DfT's Single Equality Scheme
12. <http://www.dft.gov.uk/about/diversity/esmr/single-equality-scheme/>
13. Department of Transport (2009): guidance on local transport plans –
14. www.dft.gov.uk/pgr/regional/ltg/guidance/localtransportplans/
15. www.healthyurbandevelopment.nhs.uk/documents/integrating_health/HUDU_Watch_Out_For_Health.pdf