

# Northumberland Local Transport Plan 2011 - 2026

## Equality Impact Assessment

Northumberland County Council

March 2011



## Stage 1: Initial Assessment

### 1. Name of policy being assessed:

Northumberland Local Transport Plan 2011-2026

### 2. What are the main aims, purpose and outcomes of the function, strategy, project, decision or policy?

The LTP sets out the Council's long-term strategy for highways and transport. It outlines what the Council wants to achieve and how it intends to do it over the 15-year period 2011 to 2026. The strategy identifies challenges and presents solutions to overcome them. A separate implementation plan sets out a 4-year programme of investment to achieve the aims set out in the strategy. A new implementation plan will be drawn up every 4 years.

### 3. Will these aims affect our duty to:

A. Promote equality of opportunity	The LTP promotes equality of opportunity through a strategy to improve access to services.
B. Eliminate discrimination	The LTP will not affect our duties in respect of B to E.
C. Eliminate harassment	
D. Promote good community relations	
E. Safeguard human rights	
F. Promote positive attitudes towards disabled people	The LTP assists disabled people through a strategy and programme of improvements to the transport network that make physical changes, such as dropped kerbs and raised bus stops, to improve accessibility. Disabled groups have been encouraged to participate in the LTP process through consultation.
G. Encourage participation of disabled people	
H. Consider more favourable treatment of disabled people	

### 4. Will the policy have an impact (positive or negative) upon the lives of people, including members of particular communities and groups? What evidence do you have for this?

The LTP sets out a strategy under five national transport goals set by Central Government:

- Support Economic Growth** – consists of improvements to the transport network, across all modes, to support sustainable economic growth. Improvements to transport facilities and services are likely to benefit all groups.
- Reduce Carbon Emissions** – this element of the LTP promotes alternatives to private car use (i.e. walking, cycling and public transport). Measures such as travel planning,

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increasing active travel, travel awareness campaigns and reducing the need to travel are likely to benefit all groups.

3. **Safer and Healthier Travel** – consists of measures to improve road safety and increase use of active travel modes, such as walking and cycling, to improve health. Measures aimed at improving safety and health are likely to benefit all groups.
4. **Improving Access to Services** – this part of the LTP sets out a strategy to improve access to services and promote equality of opportunity by widening travel choice, reducing the cost of travel, improving travel information, improving access for the mobility impaired and reducing the need to travel. These measures are likely to benefit all groups but particularly those without a car, disabled people and people who live in isolated rural areas.
5. **Quality of Life** – this element of the LTP is concerned with improved transport connections, protecting the natural and historic environment, improving the integration of transport into the built environment and improving access to the countryside. Measures in the preceding 4 goals will also contribute to improved quality of life. These measures will benefit all groups.

### Stage 2: Equality Impact Assessment

#### 1. Aims and purpose of the Local Transport Plan

Local transport authorities are required to produce a Local Transport Plan (LTP). The LTP consists of two parts. One sets out a strategy for highways and transport in Northumberland over the 15 year period 2011 to 2026, the other is a 4 year implementation plan that sets out how the strategy will be implemented over the period 2011-2015. A new implementation plan is produced every 4 years.

#### 2. Who is affected by the LTP? Who is it intended to benefit and how?

The LTP will make improvements to the highways and transport network for the benefit of the travelling public. As such it will affect all residents and visitors to Northumberland.

The LTP promotes equality of opportunity through improving access to services. This will particularly benefit disabled people, those who do not have access to a car and those who live in isolated rural areas. Improved access to healthcare may particularly benefit older people, while improved access to education will benefit younger people.

#### 3. Has the LTP been publicised to those it might affect directly or indirectly and have people been consulted?

In January 2010 initial consultation took place with key stakeholders (e.g. transport providers, user groups) on an Issues Paper. This was done both electronically and through invitations to face to face meetings. Stakeholders invited to comment included Help the Aged, Age Concern Northumberland, Berwick Disability Forum, Disability North, Castle Morpeth Disability Association, Northumberland Disability & Deaf Network and Blyth Valley Disability Forum.

A stakeholder workshop was held in September 2010. Representatives from elderly and disabled groups and community transport organisations were invited.

Older people's views were gathered using the existing Older People's Forum in Blyth. Officers attended a meeting of the forum on 1<sup>st</sup> October 2010.

Young people's views on transport were collected as part of engagement for the Council's Economic Strategy.

Officers also attended a meeting of the Low Vision Action Group at the Northumberland County Blind Association on 28 October 2010.

The feedback from all the above was considered when drawing up the draft LTP for consultation.

Consultation on the draft LTP took place between November 2010 and January 2011. Representatives of elderly and disabled people were included in the consultation but no responses were received from them. The consultation was also publicly available.

The responses to the consultation were considered and used to amend the final draft of the LTP prior to approval by the Executive on 4<sup>th</sup> April 2011.

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### 4. What existing evidence or background data do you have?

Strand	Evidence
Race	<p><b>Ethnicity (Census 2001)</b></p> <p>White = 304,215 (99%)</p> <p>Mixed = 856 (0.3%)</p> <p>Asian or Asian British = 1,223 (0.4%)</p> <p>Black or Black British = 202 (0.1%)</p> <p>Chinese or other ethnic group = 667 (0.2%)</p> <p>Northumberland still has a very low proportion of the population who identify with an ethnic group other than white – 0.97% of all people compared with a national average of 8.1%, (2001 Census).</p> <p>By March 2008 approximately 1,310 migrant workers had registered in Northumberland. (NB not all migrant workers register), (NCC Single Equality Scheme).</p>
Gender (including transgender)	<p><b>County Resident population (mid year 2006)</b></p> <p>Total – 309,866</p> <p>Male – 151,652 (49%)</p> <p>Female – 158,214 (51%)</p> <p>The number of transgender people is not known.</p>
Age	<p><b>County Age Structure (mid year 2006)</b></p> <p>Age 0-15 = 54,699 (17.6%)</p> <p>Age 16-29 = 45,933 (14.8%)</p> <p>Age 30-44 = 61,265 (19.8%)</p> <p>Aged 45-64 (males) &amp; 45-59 (females) = 80,371 (26%)</p> <p>Aged 65+ (males) &amp; 60+ (females) = 67,597 (21.8%)</p> <p>Working age = 187,569 (60.5%)</p>

Strand	Evidence
	<p>The population of Northumberland is set to get older, with people over 55 making up a much higher proportion of the total population in 2021 than they did in 2006. The county is predicted to have a higher proportion of over 85s than the English average. This change will be particularly marked in rural Northumberland, (InfoNet).</p> <p>As people get older and start to experience mobility problems, the number of requests the Council receives for items such as handrails, or dropped kerbs following purchase of an electric scooter, increases.</p> <p>Youth engagement events held for the Northumberland Economic Strategy showed that improving transport is important for young people, particularly in terms of availability, infrastructure and cost.</p> <p>Feedback from the Blyth Over 50s Forum on 01/10/10 showed that public transport services were often considered inadequate, in terms of availability, cost and facilities. Other issues raised included traffic speeds and the condition of roads and footways.</p>
Disability	<p>In Northumberland there are 18,137 adults claiming one of the non means tested disability benefits, (7.3% of the adult population). This number is set to grow as the population gets older, (NCC Single Equality Scheme).</p> <p>In the 2001 census 60,470 people reported having a limiting long-term illness. The proportion of people with a limiting long term illness, (includes health problems or disability that limits daily activities or work), in Northumberland was 20.88%, slightly higher than the national average of 18.41%.</p> <p>Over 1,300 people are supported by learning disability teams in Northumberland, (2010 JSNA).</p> <p>Northumberland Homefinder indicates that there are around 955 households with a disabled member applying for social rented housing within the County, (2010 JSNA).</p> <p>There are 17,093 blue badge holders in Northumberland, 12% of all drivers. Requests for disabled parking bays, dropped kerbs, handrails, etc, are increasing. Disabled people often experience problems with transport, (NCC)</p> <p>In 2006 Castle Morpeth Disability Association carried out a survey of disabled people for the former Castle Morpeth BC, asking them to identify barriers they face to access. The top three barriers that came out were: 1) Poor public transport, 2) lack of dropped kerbs and poorly maintained footways, 3) Access to shops.</p>

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Strand	Evidence
	Feedback from the Low Vision Committee of Northumberland County Blind Association on 28/10/10 stated that access to public transport was the most important issue, particularly the need for audible announcements on buses and at stops. Other issues included problems caused by footway obstructions and total opposition to 'shared space' schemes.
Religious Belief	In Northumberland the majority of people consider themselves to be Christians (81.1%), with the next highest proportion having no religion (11.7%); the next most common religion is Islam with 0.2% (2001 Census).
Sexual Orientation	In the 2001 Census the proportion of household residents in Northumberland that recognise themselves as a same-sex couple, was 0.09%, compared to the national average of 0.19%.  Since 2005, 34 male couples and 54 female couples formed civil partnerships in Northumberland, (NCC Single Equality Scheme).

### 5. Does the LTP have the potential to cause adverse impact or discriminate unlawfully against different groups in the community?

Strand	Yes/No	Reason
Race	No	The LTP will benefit the travelling public regardless of race.
Gender (inc. transgender)	No	The LTP will benefit the travelling public regardless of gender. Measures to improve safety may benefit lone women travellers through reducing fear of crime.
Age	No	The LTP will benefit the travelling public regardless of age. It may benefit older people through improved access to services such as healthcare, and younger people through improved access to education.
Disability	No	The LTP will benefit disabled people through a programme of physical improvements to the transport network that make it more accessible.
Religion and belief	No	The LTP will benefit the travelling public regardless of religion.
Sexual orientation	No	The LTP will benefit the travelling public regardless of sexual orientation.

### Supporting Documents

Document	Location
NCC Single Equality & Diversity Scheme	<a href="http://www.northumberland.gov.uk/default.aspx?Page=1285">www.northumberland.gov.uk/default.aspx?Page=1285</a>
The Ageing Population of Northumberland 2006 and 2021	<a href="http://www.northumberlandinfonet.org.uk/population/population">www.northumberlandinfonet.org.uk/population/population</a>
Ethnicity, Identity & Religion in Northumberland.	<a href="http://www.northumberlandinfonet.org.uk/census/census_data/">www.northumberlandinfonet.org.uk/census/census_data/</a>
Economic Strategy Youth Engagement	<a href="http://www.nsp.org.uk/downloaddoc.asp?id=1857">http://www.nsp.org.uk/downloaddoc.asp?id=1857</a>
Joint Strategic Needs Assessment (NCC/Care Trust)	<a href="http://www.northumberland.gov.uk/default.aspx?page=4279">http://www.northumberland.gov.uk/default.aspx?page=4279</a>
LTP Evidence Base	<a href="http://www.northumberland.gov.uk/default.aspx?page=7846">http://www.northumberland.gov.uk/default.aspx?page=7846</a>





