

EQUALITY IMPACT ASSESSMENT

Stage 1: Transportation Services – December 2015	
Service	Infrastructure Services
Section (s)	Transportation
Title of the activity etc.	Transport Strategy, Planning and Management
Aims of the activity	<p>The activity for 2016/17 will see savings of £84k made up from the removal of 30% of the budget allocation that is used for study work/staff resource on matters such as City Region Deal, PACE, Energetica Corridor Transport Study, Laurencekirk Grade Separated Junction, A96 Dualling, Banff Bridge Transport and Economic Impact Study and Kintore/Inverurie Rail projects.</p> <p>The aim is to set out how Aberdeenshire Council as local authority works with partners to manage and improve transport provision for the general public, considering directly how the transport networks contribute to the delivery of wider strategic priorities as identified in a range of local, regional, national and, indeed, international, policies including Climate Change Action Plans, Transport Strategies and the Single Outcome Agreement as well as Aberdeenshire Council's Strategic Priorities.</p>
Author(s) & Title(s)	Head of Transportation

Stage 2: List the evidence that has been used in this assessment.	
Internal data (customer satisfaction surveys; equality monitoring data; customer complaints).	<p>Aberdeenshire Council's Transportation Services have engaged with key stakeholders and the public using a variety of consultation methods. The following recent consultations provide an indication:</p> <ul style="list-style-type: none"> • Aberdeenshire Walking and Cycling Strategy (2008):
Internal consultation with staff and other services affected.	<p>Aberdeenshire wide consultation on key walking and cycling issues; 650 responses with 94% public responses and 6% official responses from organisations. The latter including agencies representing old and young people (e.g. The Boys Brigade as well as Over 50s groups).</p>

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<p>External consultation (partner organisations, community groups, and councils).</p>	<ul style="list-style-type: none"> • Citizens Panel (2012): Citizens Panel survey with a comprehensive section on transport in Aberdeenshire; 650 responses. • Local Transport Strategy (LTS) (2012): Consultation as part of the LTS 2012; included key partners stakeholders and the public; over 450 public responses; further consultation with Councillors, communities and partners on a series of draft actions developed from the consultation responses. • Citizens Panel (2013): Citizens Panel survey with a section on transport to health appointments in Aberdeenshire; 750 responses. • Car Parking Survey (2013): 75 public comments received from residents. • A947 Corridor Improvements (2013 and 2014): A series of consultation events with Council Officers, key stakeholders and representatives from communities along the A947, including local schools. • NHT User perception Surveys in 2012 and 2013: The results of those consultation exercises have been used to identify and address transportation related issues and challenges for Aberdeenshire. However the impact of the savings has only been discussed with the immediate Manager and other Heads of Service.
<p>External data (census, available statistics).</p>	<p>A wide selection of external data sources, such as data from the 2011 Census, Aberdeenshire Small Area and Population Statistics, Road Traffic Reduction Act Report, Annual Accident Statistics, have been used to identify existing and projected socio-demographic and economic issues. Other data sources include Annual Road Condition Survey, site specific Transport Assessments, Road Asset Management Plans.</p>
<p>Other (general information as appropriate).</p>	<p>Annual RTS monitoring report setting out key information on transport modes across the NE. Road Accident Statistics, PT passenger data, annual School Travel Planning Hands Up Survey, Fraserburgh-Peterhead-Ellon Study data.</p>

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Stage 3: Evidence Gaps.	
Are there any gaps in the information you currently hold?	N/A

Stage 4: Measures to fill the evidence gaps.		
What measures will be taken to fill the information gaps before the activity is implemented? These should be included in the action plan at the back of this form.	Measures:	Timescale:
	n/a	n/a

Stage 5: Are there potential impacts on protected groups? Please complete for each protected group by inserting "yes" in the applicable box/boxes below.				
	Positive	Negative	Neutral	Unknown
Age – Younger		Yes		
Age – Older		Yes		
Disability				Yes
Race – (includes Gypsy Travellers)		Yes		
Religion or Belief			Yes	
Gender – male/female		Yes		
Pregnancy and maternity			Yes	
Sexual orientation – (includes Lesbian/ Gay/Bisexual)			Yes	
Gender reassignment – (includes Transgender)			Yes	
Marriage and Civil Partnership			Yes	

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Stage 6: What are the positive and negative impacts?		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
<p>Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.</p>	<p>Disability:</p>	<p>Efforts to remove street clutter and address obstructive parking will also be beneficial for disabled people, especially with visual impairment and mobility difficulties. Therefore reducing spend on these areas will have a negative impact.</p>
	<p>Age – Young:</p>	<p>Young people, and in particularly children, make more walking and cycling trips than any other age groups. Young people, subsequently, benefit in particular from investment in active travel. School Travel Plans and the ongoing promotion of walking and cycling most notably enhances their ability to access a wide range opportunities. These active modes will also help to tackle the problem of childhood obesity. Therefore reducing spend on these areas will have a negative impact.</p> <p>Young people and especially children aged between 10 and 15 make up the largest proportion of child casualties in the UK. Children from low income households are particularly at risk as they are five times more likely to be killed in an accident than those from high income households. Work to reduce further casualties and to identify why and where accidents happen is, therefore, likely to have a considerable positive impact on this equality group. Therefore reducing spend on these areas will have a negative impact.</p> <p>Younger drivers are at higher risk of death or serious injury and so the interventions within our Road Safety programmes are biased to tackling those groups. Therefore reducing spend on these areas will have a negative impact.</p>

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	<p>Age – Old:</p>	<p>Older people make up an increasing share of all road casualties in Scotland. In 2012, casualties aged 50 and over increased by 8 per cent (Transport Scotland). Work to reduce further casualties and to identify why and where accidents happen is, therefore, likely to have a considerable positive impact on this equality group. Therefore reduction in this expenditure will be a negative impact.</p>
	<p>Gender:</p>	<p>•Women are more likely to make pedestrian journeys than men. Women, on average, make 15% more walking trips than men (DfT 2011). As such, investments in walking facilities are likely to benefit them disproportionately.</p> <p>According to the DfT’s Personal Security Issues in Pedestrian Journeys (2006), women tend to express more personal safety concerns than men. This is particularly so at night, where fear of crime can be a significant travel deterrent. Work to increase the numbers of people walking and cycling and, thus, providing natural surveillance to address such concerns and perception of danger will enable women to derive maximum benefits from the transport network in Aberdeenshire offers. Therefore reducing spend on the studies which will look at these issues will have a negative impact.</p>
	<p>Race:</p>	<p>Research has found that in the United Kingdom children from ethnic minorities are up to twice as likely as average to be involved in road accidents while walking or playing. Subsequently, road safety measures could particularly benefit this equality group. Therefore reducing spend on the studies which will look at these issues will have a negative impact.</p>

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Stage 7: Have any of the affected groups been consulted?	
If yes, please give details of how this was done and what the results were. If no, how have you ensured that you can make an informed decision about mitigating steps?	Whilst regular meetings are held with community safety groups through the CPP Forums to identify the key emerging issues and study work always included representative groups of older, younger and disabled persons none of these groups have been consulted.

Stage 8: What mitigating steps will be taken to remove or reduce negative impacts?		
These should be included in any action plan at the back of this form.	Mitigating Steps	Timescale
	Wider collaboration across agencies and authorities to ensure as much benefit as possible can be gained from available funds.	Spring 2016 to Spring 2020.

Stage 9: What steps can be taken to promote good relations between various groups?	
These should be included in the action plan.	Aberdeenshire Council's Transportation Services are continuing to allow people to engage in the development of interventions within this area of work.

Stage 10: How does the policy/activity create opportunities for advancing equality of opportunity?
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The work delivered by Aberdeenshire Council's Transportation Service is likely to result in many positive impacts for equality groups such as:

Investment in walking and cycling infrastructure is likely to realise advantages as many equality groups (women, children and younger people, older people and disabled people) make proportionally more pedestrian trips than the wider population. Cycling is also a popular mode of transport amongst children and younger people. Children aged 11 and 15 make more cycling trips than any other age bracket. These active travel modes will also be beneficial in terms of helping to reduce health inequalities experienced by some of these groups.

Improvements to road safety and personal safety will realise positive impacts for equality groups as they tend to be over-represented in terms of accidents and their fear of crime.

Comprehensive work to develop and strategic approach to transport with associated policy positions will allow future economic development to progress with appropriate supporting transport infrastructure and networks.

The achievement of these opportunities will be negatively impacted on by the budget reduction.

Stage 11: What equality monitoring arrangements will be put in place?

These should be included in any action plan (for example customer satisfaction questionnaires).

Regular meetings are held with community groups through the CPP Forums to identify the key emerging issues including specific engagement with school pupils. Representative groups of older, younger and disabled persons attend these meetings and are specifically engaged through individual projects as they come forward eg the recent work on car parking. The regular NHT surveys gave an overview of public perception of how we are performing. Stand-alone work such as that on the A947 previously and the A90(N) currently will build in the equalities aspects throughout the processes.

Stage 12: What is the outcome of the Assessment?

Please complete the appropriate box/boxes	1	No negative impacts have been identified –please explain.
	2	Negative Impacts have been identified, these can be mitigated - please explain. * Please fill in Stage 13 if this option is chosen.
	None	
	3	The activity will have negative impacts which cannot be mitigated fully – please explain. * Please fill in Stage 13 if this option is chosen

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	<p>No quality objectives and targets have been identified as they will be scheme specific. Transportation Services as dealt with in this assessment, represent a rather broad approach to transportation in Aberdeenshire. By its strategic nature, it does not provide sufficient detail for specific equality objectives and targets to be identified. However, all transportation schemes will be developed to respect and embrace equality and diversity in Aberdeenshire, and will, subsequently, be required to complete scheme specific Equality Impact Assessments through which some of the negative impacts may be mitigated.</p>
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* Stage 13: Set out the justification that the activity can and should go ahead despite the negative impact.

There are limited funds so priorities have to be set and alternatives do exist but at an increased cost to individuals, the environment and society.

Stage 14: Sign off and authorisation.

Sign off and authorisation.	1) Service and Team	Infrastructure Services	
	2) Title of Policy/Activity	Transport Strategy, Planning and Management - Dec 2015	
	3) Authors: I/We have completed the equality impact assessment for this policy/activity.	Name: Position: Head of Service Date: 24/1/16 Signature:	Name: Position: Date: Signature:
		Name: Position: Date: Signature:	Name: Position: Date: Signature:
	4) Consultation with Service Manager	Name: Date:	
5) Authorisation by Director or Head of Service	Name: Position: Date:	Name: Position: Date:	

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	<p>6) If the EIA relates to a matter that has to go before a Committee, Committee report author sends the Committee Report and this form, and any supporting assessment documents, to the Officers responsible for monitoring and the Committee Officer of the relevant Committee. e.g. Social Work and Housing Committee.</p>	<p>Date:</p>
	<p>7) EIA author sends a copy of the finalised form to: eia@abdnshire</p>	<p>Date:</p>
<p>(Equalities team to complete) Has the completed form been published on the website? YES/NO</p>		<p>Date:</p>

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Action Plan					
Action	Start	Complete	Lead Officer	Expected Outcome	Resource Implications
Ongoing monitoring and consideration of feedback from customers either direct, via targeted consultations or through the corporate feedback system	ongoing	ongoing		Ongoing understanding of the transport needs of residents and visitors using Council transport network and services.	n/a
Wider collaboration across agencies and authorities on Road Casualty Reduction to ensure as much benefit as possible can be gained from available funds	Spring 2016	Beyond 2020		Reduced numbers of people killed or seriously injured on our roads	£10k pa revenue as part of a collaborative pot on funding.