

**Diversity Impact Assessment for the Swindon Borough Council
Local Transport Plan Three
2011-2026**

1. What's it about?

i. What is it there for?

1.1 Transport has a critical role in underpinning an inclusive society and economic growth by ensuring the safe and efficient movement of people and goods. The Local Transport Plan Three (LTP3) is the vehicle for the delivery of local transport investment for English local authorities (outside London) to implement infrastructure schemes that will support inclusive and sustainable communities.

ii. What is it meant to deliver?

1.2 The LTP3 aims to promote accessible services and facilities for residents and visitors of Swindon, regardless of age, gender, race, faith, disability or sexual orientation. The LTP3 will also encourage a healthier population through the promotion of active modes of travel such as cycling and walking. This policy will replace the Second Local Transport Plan (2006-2011) and is due to become live in April 2011. The LTP3 will outline a transport planning framework until 2026 for Swindon Borough Council. It will also support Central Government's national transport goals through the Delivery of a Sustainable Transport System (DaSTS).

1.3 The DaSTS goals are as follows:

1. to **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks;
2. to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
3. to **contribute to better safety, security and health** and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
4. to **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society; and
5. **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.

iii. Alignment with local strategies

1.4 The LTP3 is just one of a number of strategic policy and planning documents for the local area. LTP3 policies should align with other areas such as education, employment, environment and health. It will influence, and be influenced by the Local Development Framework, the Sustainable Community Strategy and 'One Swindon'.

1.5 The Local Strategic Partnership (LSP) is responsible for the Sustainable Community Strategy and for the Local Area Agreement. The Sustainable Community Strategy is a high level, overarching strategy that outlines the vision for improving the social, environmental and economic well-being of the area. The strategy for Swindon is set out in "A Shared Vision for Swindon 2008-2030". It

informs a series of other documents delivered by a multitude of organisations. One of the key delivery mechanisms for this Vision is the Local Area Agreement (LAA).

1.6 Six key themes were identified in the Vision and these will be reflected in the local policy goals of LTP3.

- Theme 1 – is Swindon as ‘destination of choice’ and has the objective of making Swindon a national icon for growth on a sustainable basis;
- Theme 2 – maximises the benefits to all Swindon people from a growing local economy, with a particular focus on technology, noting that investment in transport technology and the benefits that could be accrued from easier communications will need to be part of this;
- Theme 3 – concerns the safeguarding of the environment for future generations, promoting local shops and employment for new residential areas coupled with access to fast and frequent public transport, as well as a safe and good quality network for walking and cycling;
- Theme 4 – is ‘a healthy, caring and supportive community’ that recognises provision of services and facilities, and accessibility to them;
- Theme 5 - where high aspirations are supported by superb education provision for all ages’, linking to the need for a skilled workforce and maximising benefits for all in a growing and high tech economy; and
- Theme 6 – looks at local safety and where people can have real influence (in particular in relation to reducing road accidents).

iv. One Swindon

1.7 Within the context of the Community Strategy One Swindon is a critical piece of business planning between Swindon Borough Council and partners that sets the strategic direction for Swindon over a four year period (2010-2014). It will create a single plan for Swindon developed by all key delivery partners (health, police etc.) One Swindon embodies the way things work in Swindon – through integrated partnership working. Swindon has a series of joint appointments at senior officer level particularly in housing and healthcare. One Swindon is taking partner relationship one step further by creating a single plan for Swindon the place, offering a sharper focus on priorities behind which the Council and its partners will align their collective resources. One Swindon will provide a challenge to come up with innovative and creative solutions to improve outcomes for Swindon’s people, with far fewer resources, and increasing demands for our services. It seeks to build a more effective relationship between our partners in the public sector and between our communities, with improved resource and planning alignment.

1.8 Based on extensive work with public sector partners and consultation engagement with local people over a period of two years the following four areas have emerged as priorities for One Swindon.

- Regeneration, employment, skills and managed growth
- Cleaner, safer streets and protection of green open spaces
- Sports, leisure and cultural opportunities
- Providing a safety net for the vulnerable

v. What potential is there to help meet equality duties?

1.9 As transport is a derived demand the LTP3 can meet all equity duties because people of all ages, ability, race and religious belief require the use of transportation services to undertake a further purpose such as accessing a service or participating in a leisure activity.

1.10 There are also relevant transport-based policies

1. The **Wiltshire and Swindon Structure Plan 2016** – meet the needs of people without access to private transport.

2. Planning and Policy Guidance (PPG) 13 (2001)

- Reduce the need to use private car by improving the accessibility of alternative sustainable modes of travel through integration with transport provision and land use planning.
- Also take into consideration the needs of disabled people as pedestrians, public transport users and motorists through implementation of planning procedures/traffic management.

3. The Social Exclusion Unit (2003)

- Research 'Making the Connections: Final Report on Transport and Social Exclusion' demonstrated that there are strong barriers/linkages exist between social exclusion, provision of transport and locations of services and facilities.

4. Guidance on Local Transport Plans (July 2009)

- Ensure Local Transport Plans address anti-discrimination and equalities legislation and take account of the impacts the Plan may have on the local community.

5. Low Carbon Transport: A Greener Future (July 2009)

- Transport patterns may need to change over time if we are to meet our climate change obligations alongside our other transport objectives such as economic prosperity and equality of opportunity for all citizens.
- Equality of opportunity benefits are expected to result from the provision of accessible public transport, and broadening the range of transport choices available are important tools for delivering a fairer society.

6. A Safer Way: Consultation on Making Britain's Roads the safest in the World (April 2009)

- The link between casualties and deprivation is largely due to pedestrian casualties, where the rate falls from 70 casualties per 100,000 population in the most deprived areas to 21 in the least deprived. The rate in the most deprived areas is higher across all age groups, but most stark for children; the rate for pedestrian casualties per 100,000 population in the 0–16 age range is

approximately 4 times greater in the 10 per cent most deprived areas than in the 10 per cent least deprived.

- To reduce the annual total of road deaths and serious injuries to children and young people (aged 0-17) by at least 50% against a baseline of the 2004-08 average by 2020

7. The Eddington Transport Study (December 2006)

- Reform the planning process for major infrastructure projects to provide greater clarity and certainty without compromising fairness and thoroughness

vi. What equality benefits does it create?

1.11 The LTP3 aims to broaden access for all men and women, young and old, for disabled people, and people of every ethnic background, faith or sexual orientation to the local transport networks and services to support a safer and sustainable community. LTP3 would also support a healthy population, particularly for children and young people through encouraging active travel such as cycling and walking as part of their daily lifestyle. As well as improving the service provision there is also a greater emphasis on widening the availability of information – bus services at key markets such as the Real Time Information (RTI) displays and enhanced pedestrian signage. The LTP3 will improve accessibility through public transport services and its supporting infrastructure (such as bus stop upgrades) and fare support such as the national concessionary England-wide fare scheme for local residents aged over 60 or recognised disabilities by a set criteria.

vii. What are the barriers to meeting this potential?

1.12 There are a number of challenges for equality provision in the Borough of Swindon. The budget allocation for LTP3 is set to reduce because of the current challenges concerning public sector spending over the next 5 years. The wider budget pressures will also lead to greater demands on public subsidy and the reduce the scale of the non-commercial elements of local bus networks, which will lead to a greater concentration of core routes in central urban communities with service frequency focused on the traditional core daytime network. Cost pressures will have implications for residents unable to use mainstream commercial bus network social necessary services. This will require innovation in thinking and responses with a greater emphasis on the voluntary sector and partnership working with the public sector.

1.13 There are concerns over the rural and peripheral districts that have low population density such as the withdrawal of heavily subsidised/loss-making bus network and the challenges for residents who do not have access to the private car. This will create restrictions for residents who are dependent on public transport such as the elderly and teenage children, young people) participating in the late evening economy. It may also limit the opportunities to access the employment market and participate in leisure and recreational opportunities made available through the regeneration of Swindon Town Centre.

- 1.14 The post-war urban development and the road network of Swindon have historically been focused on the provision for the private car and this has limited the competitive and financial viability of bus services due to extended journeys. There has also been an emphasis on the segregation of pedestrian and cycle routes away from the highway network, leading to isolated corridors. There will need to be a focus on the legibility and natural surveillance of off-road pedestrian and cycle networks. There are also community severance issues of the elevated rail corridor that passes through the central Swindon.
- 1.15 External stakeholder/service providers such the local rail operator, First Great Western have modernised station property to enhance access and also through the life extension refurbishment of its train fleet. Delays are also likely to arise with the introduction of new rolling stock on the Great Western Main line due to reduction in public sector spending. The local bus operators are undertaking ongoing modernisation with its bus fleet and step-free/wheelchair access and utilising technology such as on-board automated audio announcements.

2. Who's it for?

i. Who do we expect to benefit?

- 2.1 Given travel is a critical component of everyday life there are a number of advantages for residents in the Borough of Swindon as a whole. However there are particular population groups that could have greater benefits. The school-aged population will benefit through a focus on travel planning activities as part of the school timetable/national curriculum such as the Sustrans supported Bike It! Programme. This population group can also benefit from reduced bus fares.
- 2.2 Residents with mobility impairments will be able to take advantage of dropped kerbs and the bus stop upgrade programme through the National Indicator (NI)175 indicator) 'Access to services and facilities (medical, education and employment sites) and food shops by non-private mode of travel such as public transport, walking or cycling' and the on-going bus fleet modernisation featuring low floor boarding/access.
- 2.3 The elderly/disabled concessionary bus fare package offers greater mobility at no cost to the holders themselves and also support a socially inclusive society. The elderly and families with young children also gain from dropped kerbs when undertaking journeys by foot around the Borough.
- 2.4 A Real Time Information (RTI) system for the Thamesdown Transport bus network is available to offer a broader market appeal and awareness of bus services. This Information provides passengers with reassurance of departure times for bus services. Blind and partially sighted citizens also benefit from the introduction of the Talking Buses technology – an on-board service that give automated announcement of the next calling point. This provides greater independence for users with mobility impairments and also benefits users unfamiliar with the area. The Swindon Lift share network provides an opportunity for non-car owners to identify lift opportunities.

ii. What do we know about them?

2.5 From a Swindon context concerns over the representation and recording of ethnic minorities, primarily through the formula applied. The primary sources of data for this document are the Swindon Borough Council summary 'Use of population estimates by equality groups' and the Joint Strategic Needs Assessment prepared by the National Health Service (NHS) that was compiled for 2009/10.

2.6 In 2009, the Borough of Swindon's population was estimated at 192 900 in total. Future population forecasts over the next 20 years, for the vast proportion of the lifetime for LTP3, Swindon population is forecast to increase by 20 000 people.

1. Age

2.7 The current demographic structure for Swindon is as follows:

	Census 2001		Mid 2007 ONS estimate		Mid 2008 ONS estimate	
Group 0-19	45882	25.48%	47000	24.80%	47600	24.69%
Group 20-29	24028	13.35%	24000	12.66%	24600	12.79%
Group 30-39	31544	17.52%	30200	15.94%	30200	15.65%
Group 40-49	25173	13.98%	30300	15.99%	30900	16.04%
Group 50-59	20645	11.47%	22000	11.61%	22400	11.59%
Group 60-70	15135	8.41%	16900	8.92%	17700	9.15%
Group 70+	17644	9.80%	19100	10.08%	19500	10.10%
Total	180051		189500		192900	

2.8 It is projected that the proportion of children aged 0-9yrs in Swindon will remain stable over the next 20 years, whilst there will be a slight decrease in the proportion of people aged 20-55yrs. Critically however the number of people in Swindon aged over 65 years or above will increase by 64.1% over the next 20 years. Whilst these forecasts take into account of migration, the figures do not account for any new housing development that may occur during the time periods outlined and thereby underestimate the working age population. The demographic profile of Swindon and the long-term population projections during the lifetime of LTP3 will have great implications for transport provision and spending allocations.

2.9 For example there will be greater demands on initiatives/resources such as the concessionary fare available to all citizens aged over 60 or anyone who has a recognised disability. During the 2009-10 financial year, 3,505,379 journeys using a national concessionary bus pass originated from within the Borough of Swindon at the cost of £2,964,000 for Swindon Borough Council (including a government support grant of £738,000).

Information from the Department for Transport 'Older People: Their Transport Needs and Requirements' (2001) states that:

2.10 The need to meet the transport requirements of a growing population of older people is vital to the success of the government's commitment to sustainable mobility

and people's own ability to retain a high quality of life as their income, health and mobility levels change.

2.11 Amongst the largest barriers to mobility are physical difficulties associated with walking and accessing public transport. Common concerns include:

Poor condition of pavements;

Inadequate crossing facilities;

Boarding/alighting buses and trains; and steps at railway stations.

2.12 Lack of awareness, particularly awareness of special transport schemes like Dial-A-Ride and Shopmobility, can mean that those with the greatest need fail to benefit from services that have been specifically implemented to help them. Older people worry more about their safety because they are likely to be more severely injured, take longer to recover and suffer greater psychological impact than a younger person in a similar incident.

2.13 **Information from the Department for Transport: 'Understanding the Travel Needs Behaviour and Aspirations of People Later in Life (2007):**

- The policy implications suggested as an outcome of this report, recognise the importance of factors other than age in shaping transport use patterns in particular in relation to health status and cost.
- Transport is important to older people for basic needs (e.g. reaching basic services etc) but also to psychological and emotional needs, visiting friends and family and integrating within the local community.
- Barriers to using public transport caused by declining health need to be removed through changes in bus design and transport staff training.

2.14 **Information from the Department for Transport 'Becoming Mobile: Children, young people and transport' (Date unknown) shows that:**

- A third of trips made by people under the age of 17 were for education.
- A fifth of all trips to visit friends.
- A fifth were escort trips.
- A tenth were trips for sport and entertainment.
- 58% of parents of children aged 7-10 cited traffic danger as a reason for escorting their children to school.
- 79% of children aged 7-10 were accompanied by parents or adults to school compared to 29% of those aged 11-13 years (2005).
- Young people between the ages of 17 and 20 made more use of public transport than any other age group.
- Young people were less likely than adults to feel secure on public transport: 30% had concerns for their personal security when using public transport (2004). Young people particularly those in rural areas tended to see cars as essential in accessing higher education, employment and leisure opportunities.
- 40% of young people in rural areas said that transport issues influenced their decisions about post 16 education.
- The barriers to mobility among children and young people included safety school policies and the availability, reliability and cost of public transport.

2.15 Perceptions of insecurity of travelling on public transport especially at night needs to be addressed. The DfT indicates a low awareness of the specialist transport schemes in place for older people and recognises the stigma attached to such schemes that can prevent people from using them.

2. Gender

2.16 Using Office of National Statistics (ONS) formula, rounded to the nearest hundred highlights the gender split in Swindon is well balanced towards the male population (96 600) with for women (96 300) with only a 0.02% percentage split of in favour of the male population.

Population by Gender for the Borough of Swindon						
	Census 2001		Mid 2007 ONS estimate		Mid 2008 ONS estimate ²	
Female	90491	50.30%	94700	49.97%	96300	49.99%
Male	89560	49.70%	94800	50.03%	96600	50.01%
Total	180051		189500		192900	

2.17 Information from the Department of Transport on 'Gendered Mobility: Women, Men and Transport – Gender Disparity and Accessibility' states that:

- Men are most likely to travel for work purposes.
- Women make more social and personal business journeys.
- Many trips made by women in their 30s are escort trips (for example taking children to school).
- Time, cost and complexity of travelling by public transport was a deterrent in many cases.
- Difficulties of travelling with children highlighted through consultation with women.
- 23% of all men's journeys are work related compared to 14% of women's.
- 81% of men hold full driving license compared with 61 % of women.
- Women's safety concerns – DfT (2004) found that women were more likely than men to have been the victim of sexual assault or harassment; however, men were more likely than women to have experienced or witnessed all other types of crime and anti social behaviour, particularly physical violence.
- Transport and work – many women are unwilling or unable to travel far to work thus limiting the employment opportunities open to them.
- 80% of men compared to 11% of women travel more than 30mins to work.

2.18 The 2001 Census Travel to Work data highlighted that approximately 80,000 people both live and work within Swindon Borough. Of those that commute into Swindon from the surrounding districts 57% are males and 43% are females. This division in gender becomes more marked as the distance from Swindon increases. Possible reasons for males to be more likely to commute further distances to work than females are differences in wages between males and females or greater family commitments for females.

3. Religion

2.19 Christianity is the dominant religion of the population group within the Borough of Swindon, however there are also a number of diverse faith backgrounds that need to be taken into consideration.

Population by Religion for the Borough of Swindon						
	2001 Census		Mid 2007 estimate		Mid 2008 estimate	
Buddhist	510	0.28%	530	0.28%	540	0.28%
Christian	126157	70.07%	133520	70.47%	135930	70.47%
Hindu	1000	0.56%	1030	0.54%	1040	0.54%
Jewish	127	0.07%	140	0.08%	150	0.08%
Muslim	1851	1.03%	1900	1.00%	1940	1.00%
Sikh	1013	0.56%	1060	0.56%	1080	0.56%
Other	647	0.36%	680	0.36%	690	0.36%
No Religion	34437	19.13%	35620	19.13%	36240	19.13%
Declined to Disclose	14309	7.95%	15000	7.95%	15290	7.95%
Total	180051		189480		192900	

4. Race

2.20 It is forecasted that in 2008, the projected Non Black Minority Ethnic (BME) accounts for 88.53% of the Borough of Swindon population with BME population accounts for 11.47%, based on 2006 data.

Population by Ethnic Group for the Borough of Swindon						
	2001 Census		Mid 2006 experimental estimate		Mid 2008 estimate based on 2006 data	
Asian or Asian British	3837	2.13%	5900	3.16%	6100	3.16%
Black or Black British	1268	0.70%	2000	1.07%	2000	1.07%
Mixed	2045	1.14%	2700	1.45%	2800	1.45%
Other Ethnic Groups	1492	0.83%	2300	1.23%	2500	1.23%
White Minority Ethnic	6702	3.72%	8500	4.56%	8800	4.56%
Total	180051		186600		192900	

Population by BME and non-BME the Borough of Swindon						
	2001 Census		Mid 2006 experimental estimate		Mid 2008 estimate based on 2006 data	
BME	8642	4.80%	21400	11.47%	22200	11.47%
Non-BME	171409	95.20%	165200	88.53%	170700	88.53%
Total	180051		186600		192900	

2.21 However reference to the latest school census conducted in January 2010 suggests that White British account for 81.34% of the student population within the Borough with Black and Minority Ethnic accounting for 18.66% of the school population.

2.22 From Swindon Borough Council's Passenger Transport Group details of ethnic minorities have been obtained, although there are concerns these maybe under-represented. From the current holders of the concessionary bus pass, 96.9% are from non-BMEs with 3.1% from BME population groups. Analysis from the demographic structure for Swindon suggests the BME population aged over 60 in Swindon is 8.3%

2.23 Data taken from the Department for Transport's Paper 'Mobility in Adulthood: General Findings, Low Income, Ethnicity and Rural Communities (2008):

- Adults from black and minority ethnic groups are more likely to depend on public transport than white adults.
- Fear from racial attacks and difficulties with language can create barriers to public transport use for those from black and ethnic minorities.
- Bus times often relate to out of date patterns of shopping and work and link to Christian holidays which often does not reflect the modern community.
- People in households of black or ethnic origin are least likely to have access to a car or to travel to work by car.
- However, 45 % of people of Indian origin are reported to have a car compared to 44% of white British or 39% of white Irish households.
- Research shows that 23% of young people from black and minority ethnic groups experienced harassment due to their colour, race or religion, on public transport.
- Also reported is the exclusion of people in minority groups from the accessibility planning process and an overall inadequate understanding of the transport needs of minority and ethnic and faith communities.

5. Disability

2.24 Information taken from the Department for Transport on 'disability and transport difficulties faced by disabled people':

In the UK, the Disability Discrimination Act 1995 defined a disabled person as someone who has a physical or mental impairment that has a substantial and long term adverse affect on his or her ability to carry out normal day to day activities. In Britain 22% of adults are covered by the Disability Discrimination Act and around one fifth (6.9 million 19%) of people of working age have a long-term disability. The Swindon Borough Council data highlights that 15.26% of the population have some form of disability.

Population by Disability (Long Term Limiting Illness) for the Borough of Swindon						
	2001 Census		Mid 2007 projected estimate		Mid 2008 estimate based on 2007 data	
Disabled	27476	15.26%	29306	15.26%	29900	15.26%
Non-disabled	152575	84.74%	160173	84.74%	163000	84.74%
Total	180051		189479		192900	

2.25 Swindon Borough Council, through its Network Management service unit has a rolling programme focusing on:

- Bus stop upgrades – there is a rolling programme of bus stops upgrades with 429 out of 995 bus stops in the Borough currently meeting a set criteria of accessibility indicators.
- dropped kerbs where appropriate – approximately £7 300 was spent on 11 sets dropped kerbs works during the 2009/2010 financial year.
- upgrade signals for pedestrian crossings

Future disability projections:

2.26 Whilst the Swindon rates of visual impairments are comparable to the South West region and England, an ageing population will result in an increasing number of people with visual impairments in the Borough. For example for the over 65 years aged group, the number of citizens will increase from 2 467 in 2010 to an estimated 2 654 by 2013.

2.27 Approximately 3% of the Borough's population aged 16-64 years have moderate to severe learning disabilities and this figure is due to rise as the population increases over the lifetime of the LTP3 programme Trends of this nature will need to be taken into consideration with the provision of the mainstream public transport services.

2.28 The Transport Advisory Committee Study on the Attitudes of Disabled People to Public Transport (2002)

- Disabled people travel a third less often than the general public.
- Disabled people drive cars less often, and are less likely to have one in the household.
- The most common mode of transport for disabled people is a car driven by someone else.
- Almost half of disabled people use some initiative for disabled people to make travel easier.
- 13% do not find it easy to get travel information on any kind of travel service. However, overall 39% felt well informed during journeys and 48% do not.
- In many respects the transport priorities of disabled people differ very little from the general population and their main requirement is for frequent and reliable services.
- Other requirements relate to the softer aspects of public transport such as improving staff attitudes to people with disabilities and training staff in dealing with people with disabilities.

2.29 Evaluating the Impact of the Disability Rights Commission, The Office for Public Management, September 2007

Evidence collected as part of this evaluation suggests that disabled people's confidence in using public transport is significantly lower than that of non-disabled people. Disabled people are 4 times more likely to lack confidence in using public transport services than non-disabled people (26 per cent compared to 6 per cent). However a limitation of this source is the lack of comparable data for previous years on the specific question of confidence. This means it is not possible to track change over time.

2.30 There is evidence that the physical accessibility of public transport (and buses in particular in some parts of the country) has improved during the lifetime of the Disability Rights Commission (DRC), which is likely to have helped to improve levels of confidence. For example, over 4,400 compliant rail vehicles had been introduced into service by 2005 and 46 per cent of the bus fleet was accessible. It is also evident, that transport accessibility varies considerably between both regions and cities and other areas.

2.31 From a Swindon context, the public transport network has level access to the platforms of Swindon Rail Station, the only rail station in the Borough via lift access. The local bus fleet has undergone a programme of fleet modernisation with level boarding entry.

i. What equality benefits does it create?

2.32 The LTP3 aims to broaden access for all to the local transport networks and services to support a safer, sustainable community. LTP3 would also support a healthy population, particularly for children and young people through encouraging active travel such as cycling and walking as part of their daily lifestyle. As well as improving the service provision there is also a greater emphasis on widening the availability of information – bus services at key markets such as RTI displays and enhanced pedestrian signage. The LTP3 will improve accessibility through public transport services and its supporting infrastructure (such as bus stop upgrades) and fare support such as the national concessionary England-wide fare scheme for local residents aged over 60 or recognised disabilities by a set criteria.

ii. Who is missing or may find it difficult to benefit?

2.33 From the research taken to date, there is limited data available on sexual orientation in the UK to identify Bisexual Lesbian and Gay citizens, particularly from a transport planning perspective. An issue for consultation is to establish if there are particular barriers to access transport services or use transport networks. Possible concerns that could arise include cases of verbal harassment. Swindon Borough Council has data on population by Sexual Orientation based on the assumption of the Government's Equality Office estimate of 5-7% applied to census or population estimate totals. Reference to the South West Equality data indicates a projected figure based on people who were living in a same sex relationship in Swindon (252 people i.e. 0.18%) – similar to an England-wide context.

2.34 There are also concerns that not all ethnic minority groups may be recorded and therefore under-represented. Consideration also needs to be taken of the safety and security agenda, in particular the availability or evidence of criminal activity at bus stops for example, where all crimes may not be reported.

2.35 The population of the rural hinterland within the Borough of Swindon also needs to be taken into account with the transport services designed to operate successfully in a low population density catchment area.

iii. Do we know why?

- 2.36 In respect of sexual orientation, there is a lack of formal recording in the census – concerns were raised whether this would be monitored in the 2011 census. In its LTP3 Diversity Impact Assessment scoping report Wiltshire Council has not stated figures relating to this aspect. There has also been no formal research into transport accessibility and sexual orientation to date.
- 2.37 Rural environments have difficulties in supporting conventional high frequency services given the limited population on route.
- 2.38 Difficulties may also arise through contacting all ethnic minority groups and identifying concerns such as relating awareness of the public transport culture – communication with bus drivers awareness of information due to a language barrier and the availability of literature in different languages is available upon request– such as the Nextbuses mobile phone/web real-time information service.

3. Impact

i. How will these services be delivered to a diverse group of people?

- 3.1 For this stage of the Diversity Impact Assessment, a Microsoft Excel spreadsheet has been prepared to cover all the relevant transport measures that may feature in Swindon Borough Council's LTP3 (2011-2026). These spreadsheets can be found in **Appendices 1-3** includes schemes drawn from the studies compiled by WSP for the Swindon Transport Strategy (final report produced in June 2009) and Halcrow have undertaken for the DaSTS work during Winter 2009-10. There is also information on the contribution these schemes will have to support the equalities agenda. These proposals identify and cover all aspects of transport planning. The schemes build upon best practice in promoting accessible transport networks and sustainable travel behaviour as well as innovation and technological developments.
- 3.2 The emphasis of these schemes is promoting access to local services and facilities for local residents and visitors regardless of age, gender, race, faith, disability or sexual orientation. This focuses on alternative modes of transport to the private car and the safety and security of public transport services and associated infrastructure. This extends not only to the provision of traditional transport services but also encouraging greater flexibility such as demand responsive services, car clubs and increasing the availability and access to transport information.

ii. Consultation process

- 3.3 A consultation period will take place on the full Swindon Borough Council's LTP3 strategy for the duration of 12-week period. This is due to begin in October 2010.

4. So what

i. How can we bring about any necessary change

4.1 The implementation of the LTP3 will be undertaken through a series of delivery plans that will be prepared to cover 3-year intervals over the lifetime of LTP3. The national legislation such as the Equality Act that came into force on 1 October 2010, will also provide the legal framework to influence changes in highway design, off-route infrastructure and public transport vehicle design for example. A rolling programme of technological advancements in the provision of information will also influence the delivery of LTP3. The funding availability for LTP3 is currently unknown and this will be determined as part of the wider review being undertaken into public spending for the next 4 years that will be announced in the Comprehensive Spending Review in October 2010. Targets may need to be reduced accordingly to ensure that they are realistic relative to the resources available.

4.2 To reflect the localism agenda, it is anticipated there will be a greater emphasis on local citizen representation and Council funding allocated through the geographically defined cluster areas that were formed for the Council's Connecting People Connecting Places community engagement network. This forum approach will assist in generating feedback and identifying priorities within the local community - from Elected Members, community representatives (such as Cluster Leads) and the public. The monitoring programme will also assist in determining the take-up and level of progress towards targets.

ii. What can be done now and what will be included in future planning

4.3 Given its critical role in providing access to a number of essential services and facilities, transport is recognised as a priority both nationally and at a local corporate level. The LTP3 crosses the four principles of One Swindon and this will prioritise a number of transport schemes in the Borough, where an inclusive society (through protecting vulnerable residents) and accessibility (safer streets and support economic growth) feature prominently (see **Section iii** on **Page 2** for further information). To ensure good access for all of Swindon's communities, the delivery of schemes undertaken as part of LTP3 will be cross-referenced by the analysis (in **Appendices 1-3**) that was undertaken for this Diversity Impact Assessment. The Transport Planning team can keep this under review.

iii. When will this be reviewed? How will we measure success?

4.4 Recently all formal monitoring and performance management of local authorities are through the priorities and targets in the 3 year Local Area Agreements. Performance monitoring is through the Comprehensive Area assessment. There are ten national indicators for transport. LTP3 implementation plans will need to set out the impact of the Plan on these, and on any other indicators where transport may be an ingredient in successful delivery.

4.5 The LTP3 will have an impact on these indicators as set out below and progress will be monitored as part of the LTP process. The DfT sets out the methodology for collecting and reporting these indicators.

Target Number	Indicator
NI47	People killed or seriously injured in road traffic accidents
NI48	Children killed or seriously injured in road traffic accidents
NI167	Average journey time per mile during the morning peak
NI168	Principal roads where maintenance should be considered
NI169	Non principal roads where maintenance should be considered
NI175	Access to services and facilities by public transport, walking and cycling
NI176	Working Age people with access to employment by public transport (and other specified modes)
NI177	Local bus passenger journeys originating in the authority area
NI178	Bus services running on time
NI198	Children travelling to school – mode of travel usually used

4.6 In addition to the ten, core transport indicators there are indicators which are not transport specific but where transport is a key ingredient in successful delivery. These are as follows:

Target Number	Indicator
NI56	Obesity in primary school age children in year 6
NI185	CO2 reductions from Local Authority operations
NI186	Per Capita CO2 emissions in the Local Authority area
NI188	Adapting to climate change
NI194	Level of Air quality. Reduction in emissions through local authorities estate and operations

4.7 Progress on these indicators will also be monitored as part of the LTP3 process. In addition there will be three local indicators to cover areas outside the scope of the National Indicators.

Target Number	Indicator
LI1	Number of people whose injuries recorded as slight
LI2	Number of Cycling Trips
LI3	Mode share of journey to work

4.8 Targets will be set for five years unless otherwise stated. Targets will be reviewed towards the end of the five-year period before setting further targets for the next five-year period. In view of current uncertainties over the economy, public finance, the national policy framework and priorities and other social and technological trends it is not currently considered realistic to set targets for a longer period.

4.9 However following the change in government, a number of reforms have been proposed with regards to these indicators that are aimed at achieving greater accountability of local government performance. This will mark an emphasis towards the monitoring of relevant indicators and targets to inform local residents rather than regional and national tiers of government. These will be very closely aligned to the four corporate goals for the Council identified in One Swindon, where transport has a critical role to achieve progress in these outcomes.

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