

Equality Impact Assessment



Directorate:		EPE
Service:		Transportation
Name of Officer/s completing assessment:		Mark Harvey
Date of Assessment:		29th March 2011
Name of service/function or policy being assessed:		Connecting Cornwall: 2030 Strategy & Implementation Plan
1.	What are the aims, objectives, outcomes, purpose of the policy, service change, function that you are assessing?	<p>Connecting Cornwall: 2030 sets out the vision for transport for the next twenty years. The Connecting Cornwall: 2030 goals are:</p> <ul style="list-style-type: none"> • Tackling climate change • Supporting economic prosperity • Respecting and enhancing the environment • Encouraging healthy active lifestyles • Supporting community safety and individual wellbeing • Supporting equality of opportunity.
2.	Who implements or delivers the policy, service or function? State if this is undertaken by more than one team, service, and department including any external partners.	<p>Cornwall Council are responsible for the strategy, although vital contributions from partners will be required to deliver the interventions. Partners will include bus and rail operators, healthcare providers, police, tourism and private sector businesses.</p>

3.	Who will be affected by this proposal? For example who are the external/internal customers, communities, partners, stakeholders, the workforce etc.	All visitors and residents in Cornwall.
4.	What are the likely positive or negative impacts for the group/s identified in (3) above? What particular groups are affected more than others and why?	<p>Age Young people and older people tend to be more reliant on public transport. For young people, lack financial resources to purchase private transport and the legal minimum age for driving mean that public transport is the only option. Young people in particular have further identified the lack of evening and weekend services as a barrier to independence, as they are reliant on lifts to attend social events, participate in organised activities or visit friends.</p> <p>Older people, particularly older women, are more often reliant on public transport. They are less likely to have access to private transport, because of either financial constraints, physical limitations or having never learned to drive.</p> <p>There would be a significantly positive impact on older and younger people in improving public transport networks.</p> <p>Disability Many people with disabilities are dependant on public transport, walking or cycling, as driving is not an option. Disabilities vary greatly in nature and severity, and the needs of people with disabilities are similarly varied.</p>

		<p>Improved information and driver training will be of benefit, giving confidence to use transport services.</p> <p>Improvements to transport infrastructure, including interchanges and highway design, will make physical access to transport services easier for people with disabilities.</p> <p>These enhancements to bus service and transport networks would have a positive impact on people with disabilities.</p> <p>Pregnancy & Maternity Improvements to transport infrastructure, including interchanges and highway design, will make physical access to transport services easier for people with buggies and pushchairs.</p> <p>Sex Women often have different transport patterns to men; they tend to travel shorter distances and are generally more reliant on public transport and walking. There would be a differential and positive impact on women brought about by improved bus services and walking and cycling provision. Improved community safety could have a beneficial impact for women in reducing the real level and perception of crime, removing barriers to use.</p> <p>Socio Economic The strategy aims to improve the economy of Cornwall, supporting the regeneration of deprived areas and</p>
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		<p>improving connections with the rest of the UK and Europe. Improvements to transport networks can provide the capacity required to assist in improving Cornwall's economy and reducing deprivation.</p> <p>Rural Isolation There are rural communities where accessing services can be problematic. Transport is often cited as the main barrier to unemployment in rural areas, and enhancing bus services have a positive impact.</p>
5.	<p>Have the impacts identified in (4) above been assessed using up to date and reliable evidence and data? Do you need to engage or consult with any identified group/s? If in doubt ask the Community Intelligence Team for guidance.</p>	<p>The evidence data is up to date and appropriate, as detailed in the Connecting Cornwall evidence base.</p> <p>Disability Cornwall and many other groups have been invited to comment on the draft strategy as part of the initial and current consultation process.</p>
6.	<p>Are any of these identified groups considered to be vulnerable? If so have you consulted with or plan to consult with any relevant representative organisation. For example if the impact is likely to affect people with a disability have you consulted with Disability Cornwall? If staff are affected have the unions or staff forums been involved?</p>	<p>As above.</p>
7.	<p>What plans do you have in place, or are developing, that will mitigate the likely identified negative impacts? For example what plans, if any, will be put in place to reduce the impact?</p>	<p>NA.</p>

8.	Do you have plans in place to monitor the impact of the proposals once they have been implemented? The full impact of the decision may only be known after the proposals have been implemented.	The methods of monitoring will be detailed in the Connecting Cornwall: 2030 monitoring plan, which will follow the production of the final document. The monitoring plan is likely to be in place by September 2010.
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What course of action does this EIA suggest you take? More than one of the following may apply	✓
Outcome 1: No major change required. The EIA has not identified any potential for discrimination or adverse impact and all opportunities to promote equality have been taken	✓
Outcome 2: Adjust the policy to remove barriers identified by the EIA or better promote equality. Are you satisfied that the proposed adjustments will remove the barriers identified?	
Outcome 3: Continue the policy despite potential for adverse impact or missed opportunities to promote equality identified. You will need to ensure that the EIA clearly sets out the justifications for continuing with it. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact (see questions below)	
Outcome 4: Stop and rethink the policy when the EIA shows actual or potential unlawful discrimination	

Summary of your proposals (Copy and paste into any report for CLT, Cabinet and Council)
<ul style="list-style-type: none"> • What are the key impacts – both negative and positive • What course of action are you advising as a result of this EIA • Are there any particular groups affected more than others
<p>The draft Connecting Cornwall document has a beneficial impact on all societal groups, but is particularly beneficial to:</p> <ul style="list-style-type: none"> • Older and young people • People with physical and learning disabilities • People who are pregnant or caring for children • Women <p>The policy also has beneficial impacts in rural areas and for socially and economically deprived areas.</p> <p>The majority of the benefits are brought about by improvements to public transport and infrastructure, which will</p>

make travel easier for all people in Cornwall.

No major change is required to the policy.

DEAG Sign - Off

Name:

Date:

Comments/Action Required:

(For Corporate E & D use only) Published date:

When the Equality Impact Assessment is completed send to equality@cornwall.gov.uk for publication