

<b>Impact Assessment completed by:</b>		<b>Responsible officer:</b>
Emma Dalton - Project Manager		Dave Black - Head of Planning, Transportation and Environment
<b>Date of sign off:</b>	31 March 2014	

## 1. Background

### 1.1 Title:

Local Sustainable Transport Fund – 2015/16 Competition.  
This is a grant application to the Department for Transport from Devon County Council.

### 1.2 Description:

The application will be made for revenue funding aimed at encouraging travel by sustainable modes of transport by enhancing services, informing residents and visitors to Devon of their available choices through marketing the existing asset and general promotional activities. A number of the initiatives through the scheme are currently in place and this funding opportunity enables the projects to continue for a further year.

Key partners in the bid are Dartmoor National Park Authority, Teignbridge District Council, North Devon District Council and Exeter City Council. We will also engage with Public Transport Operators and local business forums. It is particularly important to work closely with groups in the community that are harder to reach, ensuring that there are travel opportunities available to all.

The application will be organised into three key packages:

- **Integration:** integrating bus and rail tickets, improving public transport interchange connections, pump prime funding for bus services to key employment centres.
- **Informing:** providing tailored advice to people on their travel options, providing web based and printed literature, Carshare Devon, cycle training, supporting and advising employers to improve travel options, working with Jobcentre Plus to overcome travel related barriers to accessing employment.
- **Inspiration:** marketing of sustainable travel and marketing of leisure tourism routes such as Exe Estuary Trail.

Projects will link with capital works in the County, encouraging better use of the existing asset.

### 1.3 Service users:

A successful funding application to the Department for Transport could have the potential to impact many residents across Devon. The packages will focus upon the areas of Exeter and Exmouth, Newton Abbot and Barnstaple although all across the County may benefit from the increased support, promotion and marketing that is proposed through the

funding.

One project will focus on working with Job Centre Plus to help people get back into work and this complements existing work with Wheels2Work and Community Interest Companies to ensure that opportunities are made available to all and to promote social inclusion. Through specific packages targeted at transport barriers we will be able to improve opportunities for local residents. Work with rural communities who need to access employment and services in the major towns or city of Exeter will also benefit through the funding.

#### **1.4 Describe any reasons for change and intended aims and benefits:**

The funding will enable an existing programme to continue for a further year. The key objective is to contribute to economic growth through effectively tackling the problems of congestion, improving the reliability and predictability of journey times, enabling economic investment, revitalising town centres and enhancing access to employment. Encouraging changing patterns of travel behaviour and greater use of more sustainable transport modes will also deliver a reduction in carbon and other harmful emissions.

The programme put forward builds on projects currently funded through the Local Sustainable Transport Fund (since 2011). Through monitoring and evaluation of the existing LSTF programmes, clear benefits have been achieved. One project alone has engaged with over 5,500 people relating to their travel habits and potential for change. Enhanced public transport has provided more opportunity for accessing employment and various marketing campaigns have informed people of the options available to them.

Through the project we will work with all groups, ensuring support is in place to ensure travellers can make informed decisions and have increased opportunities available to them. The existing LSTF has seen partnerships with Wheels2Work, Job Centre Plus, adult education courses and various groups to ensure we work with harder to reach individuals.

The main limitation is in the ability to accurately identify the impact from each particular intervention. The programme as a whole will provide some of the catalyst in behaviour change although in reality other variables may finally move an individual around the cycle of behaviour change.

#### **1.5 Overlap with other policies, services etc:**

The programme will complement existing work through the Local Transport Plan and follow the aims, objectives and vision of transport policies and strategies (such as the Cycling Strategy).

## 1.6 The following stakeholders have been involved in this assessment:

**District Councils** – There are ongoing discussions with the local District Councils in relation to schemes through the Local Transport Plan as well as other funding streams (such as the Local Growth Fund). The LSTF revenue funding aims to both complement schemes already in progress as well as promote and market the existing asset. The District Councils have been engaged with to ensure that they are both aware and have fed into the application. Letters of support for the application have been received from the key Councils.

**Dartmoor National Park** – We are working closely with Dartmoor National Park Authority on a capital funded programme introducing and upgrading cycle routes on and to Dartmoor. Through the LSTF grant we would look to promote the routes and increase the numbers cycling for both leisure and utility trips. DNPA are supporters of the LSTF application and have written a letter of support for inclusion into the bid.

**Partners** – Through the current LSTF we are working with a number of organisations, charities and other groups. We would look to continue this and feedback from all groups has been positive, with many writing letters of support.

**Local Communities** – The revenue grant is ring fenced for sustainable transport activities which will be of benefit to local residents. Local communities have been involved throughout the existing LSTF programme and we would continue to liaise with community groups and individuals on specific elements of the bid, should the funding application be successful. It is important that the programme reaches all residents from a range of backgrounds and so it will be imperative to work closely with groups who are harder to reach, ensuring opportunities for support are available to all.

## 1.7 The following research or guidance has been referred to, or advice sought, in order to inform the assessment:

Department for Transport has produced guidance for the grant applications (<https://www.gov.uk/government/publications/local-sustainable-transport-fund-application-process-and-bidding-guidance-2015-to-2016>).

## 1.8 Options Appraisal

### Recommended/preferred option(s):

There are no other appropriate options to submitting the bid for funding which would achieve the same level or breadth of benefits. It is therefore recommended the LSTF bid is submitted.

## 2. Analysis

### 2.1 Social impacts

#### Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations.

We must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief (where relevant).

This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to ‘private and family life’).
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/unavoidable death).

The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

	<b>In what way is this characteristic relevant, or not relevant, to the service, policy or practice?</b>
Age:	The project will focus on provision of transport options for all ages. This includes ensuring options are available to those young and old (e.g. exploring reduced fares on public transport for 18-21 age group).
Disability:	Disability can affect transport mode choice and will be considered in the promotion and marketing of different modes. We will work with organisations to ensure transport options are available to all.

	Promotional materials, where used, will consider all user groups.
Gender/Sex (men and women):	Gender differences in travel habits may be explored to ensure all receive the help they need.
Marriage and civil partnership:	Not relevant
Pregnancy and maternity:	Not relevant
Race/ethnicity:	Not relevant
Religion/belief:	Not relevant
Sexual orientation:	Not relevant
Trans-gender/gender identity:	Not relevant
Other (e.g. socio-economic, general health and wellbeing, human rights, safeguarding):	Working with Job Centre Plus we are able to target unemployed and help them get back into work. There is a close link with Public Health which will be exploited. The project aims to increase accessibility to employment (and other services).  We will also work closely with other groups in the community on particular initiatives to ensure opportunities are available to all.
<b>Overall degree of relevance to equality:</b>	Medium. The project has the opportunity to reach whole communities and will work with groups to ensure equal opportunities are available.
<b>Geographic areas affected:</b>	Whole county but specifically Exeter, Newton Abbot and Barnstaple.

#### 2.1.1 Positive impacts:

<p>The project will seek to improve accessibility by encouraging use of alternative travel modes. The project will work with a number of groups to ensure options are made available to users (enhancing public transport) and existing assets are promoted so that users are aware of how they can travel. Training and additional support is available to those that wish to further expand options for users.</p> <p>The project will open up travel opportunities for different groups, positively impacting equality.</p>
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#### 2.1.2 Negative impacts and mitigations or justification:

There are limited negative impacts with projects aiming to increase social inclusion.
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#### 2.3.4 Neutral impacts:

The programme will have no real impact to those not wishing to consider other modes of
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travel than they currently use.

## 2.2 Economic impacts

	<b>In what way is this factor relevant, or not relevant, to the service, policy or practice?</b>
Impact on knowledge and skills:	Increasing accessibility to centres of knowledge will increase opportunities for people to attend and improve skills. This is particularly important for those that they may not have been able to travel to colleges as they were unaware of their available options.
Impact on employment levels:	Employment levels are expected to rise, particularly through work with Job Centre Plus to help people back into employment where they might have struggled due to available transport options.
Impact on local business:	Local businesses will be positively impacted due to increased productivity (healthier staff if people switch to active travel modes). Businesses may be able to fill more vacancies as travel is removed as a barrier to accessing work. Reduction in vehicles on the network reduces journey times and congestion allowing for more efficient movement on the network.

### 2.2.1 Positive impacts:

Improving accessibility of employment and knowledge increases opportunities for individuals to increase their skillset and access employment which may otherwise have been inaccessible. Informing people of their travel options and also providing alternatives that may not have been considered can impact the economy.

Fewer vehicles on the road through people adopting more sustainable ways to travel improves journey times and relieves congestion adding benefits to the movement of goods (and people).

### 2.2.2 Negative impacts and mitigations or justification:

Negative economic impacts are limited with the application focused on boosting the economy through modal shift.

## 2.3 Environmental impacts

2.3.1 The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please select and proceed to Section 2.3, otherwise complete table below):

	Devon County Council's Environmental Review Process for permitted development highway schemes.
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	Planning Permission under the Town and Country Planning Act (1990).
	Strategic Environmental Assessment under European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment”.

	<b>In what way is this factor relevant, or not relevant, to the service, policy or practice?</b>
Reduce waste, and send less waste to landfill:	Not directly relevant. There is potential to reduce potential waste by marketing through social media rather than printed material. However, this is likely to be a negligible impact.
Conserve and enhance biodiversity (the variety of living species):	Not relevant
Safeguard the distinctive characteristics, features and special qualities of Devon’s landscape:	Not relevant. Whilst promotion of cycle routes to and on Dartmoor (as part of the Granite and Gears programme) are included, the potential increase in users on the route is not anticipated to impact the landscape.
Conserve and enhance the quality and character of our built environment and public spaces:	Not relevant
Conserve and enhance Devon’s cultural and historic heritage:	Not relevant
Minimise greenhouse gas emissions:	The programme has the potential to reduce vehicle miles travelled, therefore minimising vehicle emissions.
Minimise pollution (including air, land, water, light and noise):	The programme has the potential to encourage modal shift to more sustainable modes of travel and therefore reduce pollution from vehicles.
Contribute to reducing water consumption:	Not relevant
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	Not relevant
Other (please state below):	

### 2.3.2 Positive impacts:

Modal shift to more environmentally friendly transport modes will have a benefit. Reducing
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the number of vehicle kilometres and absolute number of vehicles on the network will reduce emissions.

### 2.3.3 Negative impacts and mitigations or justification:

No negative impacts have been identified. The programme aims to increase the number of people travelling by active modes (i.e. on foot or cycle) and this could be undertaken on leisure trails, such as the Exe Estuary Trail or Granite and Gears routes. This may have a marginal impact on the landscape, although not an impact that is considered to be negative.

## 2.4 Combined Impacts

### 2.4.1 Linkages or conflicts between social, environmental and economic impacts:

The impacts of the programme across social, environmental and economic are positive. Informing and inspiring people to consider other, more sustainable modes of travel has the benefits of reducing vehicles on the network therefore positively impacting the economy and environment and bringing with it benefits to the individual.

### 2.4.2 'Social Value' of planned commissioned/procured services:

Through the projects identified in the LSTF programme, the well-being of the areas receiving support in their travel will be improved. Promotion, marketing and generally supporting the community to make more informed travel choices and particularly helping those who were unaware of options will empower local communities.

### 2.4.3 Potential impacts on partner agencies:

Positive impacts to partner agencies will be achieved. Through joint working and having common aims, the positive impacts will be shared.

## 3. Actions and risk management

### 3.1 Actions:

The programme will be monitored and opportunities to increase coverage or the activities put forward will be exploited where possible to increase positive impacts.

Actions include

- Working across departments in DCC but also with other stakeholders and agencies to ensure that co-ordinated campaigns with maximum benefits can be achieved.
- Working with businesses in the areas to offer support to both the employer and employees
- Ensuring communication with local groups is continuous and their support is achieved

**3.2 How will you monitor the actual impacts of recommendations/decisions (consider what service user monitoring and consultation is necessary)?:**

A monitoring strategy will be put in place. This will include utilising existing sources of data to ensure that the decisions and projects put forward are both value for money and supportive to the local communities.

**3.3 Risk assessment**

**Inherent risk (mark an X in one box).**

<b>Severity</b>	Catastrophic	5					
	Major	4					
	Moderate	3			x		
	Minor	2					
	Negligible	1					
			1	2	3	4	5
			Rare	Unlikely	Possible	Likely	Almost certain

**Likelihood (in a 5 year timeframe)**

**Current risk (mark an X in one box).**

<b>Severity</b>	Catastrophic	5					
	Major	4					
	Moderate	3					
	Minor	2		x			
	Negligible	1					
			1	2	3	4	5
			Rare	Unlikely	Possible	Likely	Almost certain

**Likelihood (in a 5 year timeframe)**