

# Equality Impact Assessment



## Cambridgeshire Residential Travel Plan Guidance Supplementary Guidance

February 2011

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## Acronyms

The acronyms used in this document are:

LA Local Authority  
RTP Residential Travel Plan

## 1. SCOPE

| Questions  | Answers   |
|--|---|
| <p>– What is the existing service, document or action being impact assessed?</p> | <p>1.1 The document being assessed is the Cambridgeshire Residential Travel Plan Guidance. A Residential Travel Plan (RTP) is a package of measures which seeks to increase sustainable travel at a residential development. It does this by reducing the need for travel, reducing single-occupancy car travel and by providing and encouraging the use of more sustainable travel choices, such as walking, cycling, public transport, car sharing and car clubs.</p> <p>1.2 The Guidance has been prepared by Cambridgeshire County Council in liaison with Cambridgeshire’s City and District Councils.</p> <p>1.3 This document is being brought forward as Supplementary Guidance, which will have similar weight to a statutory Supplementary Planning Document in decision making if it has been subject to a) public consultation, b) Sustainability Appraisal, and c) been endorsed by County, City and District Council Members.</p> <p>1.4 The Guidance provides a background on RTPs, explains the residential travel planning process, and specifies the local requirements for RTPs.</p> <p>1.5 The Guidance will provide stronger policy backing for City and District Councils to request RTPs from developers for residential developments.</p> <p>1.6 This Guidance is intended for use by developers, consultants, Cambridgeshire’s City and District Councils, and any other stakeholders involved in the residential travel planning process.</p> |
| <p>– What are the aims and objectives of the service, document or action?</p>    | <p>1.7 The aim of the Guidance is to reduce single occupancy vehicle travel and increase sustainable travel across Cambridgeshire, focusing on travel at new residential developments.</p> <p>1.8 The specific objectives of the Guidance are:</p> <ul style="list-style-type: none"> <li>i. To provide a document which may in future be integrated into each District Council’s Local Development Framework.</li> <li>ii. To provide additional policy weight for requesting, implementing and monitoring RTPs by developers.</li> <li>iii. To identify and encourage the implementation of sustainable travel measures in residential developments where they will be beneficial and best suited.</li> </ul>   |

| Questions   | Answers   |
|---|---|
|   | <ul style="list-style-type: none"> <li>iv. To inform of the standard county-wide RTP process and related requirements.</li> <li>v. To inform of the District Council requirements for RTPs, where they exist.</li> </ul>  |
| <p>– What is the proposed change? What will be different?</p> | <p>1.9 Planning applications for residential developments need to demonstrate that they would not have significant impacts on the local transport network. In most cases, a Transport Assessment or Transport Statement will be required by the Local Authority, to demonstrate this.</p> <p>1.10 Transport Assessments focus on the provision of ‘hard measures’, that is, new/improved transport infrastructure or services. However, it is now widely recognised that ‘softer measures’ are also required to complement hard measures, in order to maximise the uptake of sustainable travel options by residents.</p> <p>1.11 Soft measures include for example travel awareness campaigns, walking or cycling groups and car share schemes, which are all packaged within a Residential Travel Plan.</p> <p>1.12 The Guidance will therefore be used to support Local Authorities’ requests for developers to provide RTPs with their planning applications.</p> |

## 2. WHO SHOULD BE INVOLVED?

| Questions   | Answers  |
|---|--|
| <p>– Who is involved in this impact assessment?</p> | <p>2.1 The County Council Officers involved in this assessment are:</p> <ul style="list-style-type: none"> <li>• Hannah Fox, Climate Change Team Leader</li> <li>• Cat Rutangye, Sustainable Travel Officer</li> <li>• Dan Thorpe, Corporate Policy Officer</li> </ul> <p>2.2 Officers from Cambridgeshire’s City and District Councils</p> <p>2.3 Housing developers who are asked to provide a travel plan as part of their planning application</p> <p>2.4 Future residents at sites that have a travel plan – A sustainable travel project that took place in Orchard Park, Cambridge in 2008 resulted in a 35% reduction of people surveyed using their cars. They switched from using cars to more sustainable travel options such as walking and cycling.</p> <p>2.5 Residents in the community surrounding new housing developments with a travel plan – Many RTPs submitted to the County Council already demonstrate how they will aim to benefit the wider community. This will be possible through measures such as area-wide car sharing schemes.</p> |

### 3. WHAT WILL THE IMPACT BE?

| Questions   | Answers  |
|---|--|
| <p>– What groups will be affected by this?</p> <p>– What will the impacts on these groups be?</p> | <p>3.1 The groups that will be affected by this Guidance and the impacts on the groups are described below:</p> <p><b>3.1.1 Local Authorities (LAs) in Cambridgeshire</b><br/>           LAs that receive planning applications with an element of residential development will have stronger policy backing from the Guidance to request a RTP as part of the planning application. In LAs where the requirement for a Travel Plan is made in their Development Plan Document, the LA will be able to refuse a planning application if it fails to provide a Travel Plan upon request.</p> <p>The Guidance provides a background on RTPs, explains the residential travel planning process, and specifies the local requirements for RTPs. This means developers may be less queries made directly to the LAs about RTPs, since they are answered within the Guidance.</p> <p>The Guidance will not have negative impacts on LAs.</p> <p><b>3.1.2 Developers</b><br/>           The Guidance provides developers with a background on RTPs, explains the residential travel planning process, and specifies the local requirements for RTPs. If this information is adhered to by developers, it may speed up the planning application process for developers.</p> <p>By preparing a RTP, developers are showing their commitment to increasing sustainable travel and the environment. This can help to improve the reputation of developers.</p> <p>The Guidance will not have negative impacts on developers.</p> <p><b>3.1.3 Residents</b><br/>           Residents who move into a residential development that has a RTP will be affected by the Guidance, because their RTP will have been developed from the Guidance.</p> <p>Where a site has a RTP, residents can expect to be made more aware of their sustainable travel options. Residents may also receive incentives to promote suitable travel such as discounted bus tickets or pool bicycles. In addition, residents can enjoy the environmental benefits of living in an area that promotes sustainable transport forms. These environmental benefits include less noise and pollution from cars, safe walking and cycling lanes, as well as community cohesion from</p> |

| Questions   | Answers  |
|---|--|
|   | <p>joining a walking/cycling buddy group.</p> <p>The Guidance will not have negative impacts on residents. Chapter 4 (Making a Judgement) shows that none of the factors listed below will be affected by introducing the Guidance:</p> <ul style="list-style-type: none"> <li>• <i>Age</i></li> <li>• <i>Sex</i></li> <li>• <i>Gender reassignment</i></li> <li>• <i>Marriage and civil partnership</i></li> <li>• <i>Disability</i></li> <li>• <i>Ethnicity, race and culture</i></li> <li>• <i>Sexual orientation</i></li> <li>• <i>Religion or belief</i></li> <li>• <i>Pregnancy and Maternity</i></li> <li>• <i>Rural isolation</i></li> <li>• <i>Deprivation</i></li> </ul> <p><b>3.1.4 The Wider Community</b></p> <p>The Guidance encourages developers to work closely with neighbouring sites to share sustainable travel measures over a larger area.</p> <p>The community surrounding an area with a RTP may have some RTP measures opened up to them, such as the opportunity to join a car share scheme or walking buddy scheme. As well as the environmental benefits from the wider community adopting sustainable travel modes, this could build better community relations.</p> <p>The Guidance will not have negative impacts on the wider community. This is not dependent on any of the characteristics listed in section 3.1.3 that community members may have.</p> |
| <p>– What evidence has been used to inform this view?</p>                     | <p>3.2 Evidence of the above impacts comes from other LAs where Guidance on travel plans has been prepared and used. These LAs are Buckinghamshire, Essex, Gloucestershire, Hampshire, Kent, Norfolk, Somerset and Surrey County Councils</p> <p>3.3 The Department for Transport has undertaken some case studies to demonstrate the impacts of RTPs on new sites. This is documented in Making Residential Travel Plans work (2005).</p>   |
| <p>– What plans are in place to mitigate any negative impacts identified?</p> | <p>3.4 No negative impacts have been identified as part of this assessment.</p>  |

#### 4. MAKING A JUDGEMENT

| Questions  | Answers                     |  |  |
|--|-----------------------------|--|--|
| <p>– Your final judgement – will your service, document or action have a positive, negative or neutral equality impact?</p> <p>– If it will have a positive impact on some groups and a neutral impact on others, is this justified?</p> <p>– Are there any existing or potential equality issues with your service, document or action that need to be addressed?</p> | <b>Equality strand</b>      | <b>Judgement based on evidence cited above (positive, negative, neutral)</b>   | <b>Issues or opportunities that need to be addressed</b> |
|  | Age                         | <p><b>Positive</b></p> <p>The Guidance supports sustainable travel measures which can benefit all residents, irrespective of age. In addition, where a residential site includes other developments (such as schools, leisure centres, and work places) a RTP will form part of an umbrella travel plan framework. This broader travel plan framework will include the site's School Travel Plan and Workplace Travel Plan(s) so that people within these age groups are targeted.</p> |  |
|  | Sex                         | <p><b>Positive</b></p> <p>The Guidance supports sustainable travel measures which can benefit the entire household, irrespective of sex. Certain measures such as walking groups may make people feel less vulnerable due to their sex.</p>  |  |
|  | Disability                  | <p><b>Positive</b></p> <p>The Guidance complements Transport Assessment Guidance and Design and Access Statement Guidance, which require that disability access is covered in any planning application. E.g. where wheelchair-friendly footpaths are included in a Transport Assessment, they will also be cited in the RTP.</p>   |  |
|  | Ethnicity, race and culture | <p><b>Neutral</b></p> <p>The Guidance supports sustainable travel measures which can benefit all residents, irrespective of ethnicity, race or culture.</p>  |  |
|  | Sexual orientation          | <p><b>Neutral</b></p> <p>The Guidance supports sustainable travel measures which can benefit all residents, irrespective of sexual orientation.</p>  |  |
|  | Religion or belief          | <p><b>Neutral</b></p> <p>The Guidance supports sustainable travel measures which can benefit all residents, irrespective of religion or belief.</p>  |  |



| Questions | Answers                        |  |  |
|-----------|--------------------------------|--|--|
|           | Pregnancy & Maternity          | <b>Neutral</b><br>The Guidance supports sustainable travel measures which can benefit all residents, irrespective of pregnancy and maternity.  |  |
|           | Marriage and Civil Partnership | <b>Neutral</b><br>The Guidance supports sustainable travel measures which can benefit all residents, irrespective of marriage and civil partnership.   |  |
|           | Gender reassignment            | <b>Neutral</b><br>The Guidance supports sustainable travel measures which can benefit all residents, irrespective of gender reassignment.  |  |
|           | Rural isolation                | <b>Positive</b><br>The Guidance demonstrates how sustainable travel measures can be selected for rural sites, as compared to urban sites. this will help to ensure that people living in isolated rural areas can also benefit from RTPs.  |  |
|           | Deprivation                    | <b>Positive</b><br>The Guidance encourages developers to provide financial incentives to new residents, alongside the provision of travel information. Examples of incentives are a year's free bus pass, free car club membership, £100 to spend in a bike shop, etc. Through this, residents of a deprived background may be able to travel sustainably by means which they may have otherwise not afforded. |  |

## 5. ACTION PLANNING

| Questions  | Answers |
|--|---------|
| – Are there any actions that you have identified to address any potentially unjustifiable differences in impact on different equality groups | No.     |
| – Are there any actions you have identified to take advantage of an opportunity you have identified to promote equality and diversity        | No.     |
| – Where will these actions be recorded (i.e. which service plan, strategy action plan etc.)?   | No.     |

## 6. MONITORING AND REVIEW

| Questions  | Answers         |
|--|-----------------|
| – If the actions identified in stage 5 are not incorporated into an existing action plan, how will you monitor them? | Not applicable. |
| – When will you review this impact assessment? Who will be responsible?  | Not applicable. |

## 7. COMMUNITY COHESION

| Questions   | Answers   |
|---|---|
| a. Will this service, document or action help community groups to develop a vision of a shared future?                    | <p><b>Yes</b></p> <p>Appendix 9 of the Guidance (Strengthening Links with the Local Community) encourages developers to research their area and identify community groups or residential sites that they can work together with to promote sustainable travel in the area.</p>  |
| b. Will this service, document or action help community groups to improve their understanding and respect for each other? | <p><b>Yes</b></p> <p>As a result of the networking between the developer and surrounding community, opportunities will be made to understand each other and build mutual respect. Opportunities for this include holding joint travel meetings, joint events to promote sustainable travel, developing cycling and walking groups and car sharing.</p>  |
| c. Does this service, document or action promote engagement of children and young people in the locality?                 | <p><b>Yes</b></p> <p>The Guidance promotes sustainable travel among all its residents and wider community, irrespective of their age. Where a residential development includes establishments that will be used by younger people (e.g. a school/college, a youth centre) then a Travel Plan will be developed specifically for that establishment. This will give the opportunity to focus on measures which are of particular benefit to these age groups e.g. a school walking bus or a cycling group for teenagers.</p> |
| d. Have local stakeholders and community leaders been engaged in the planning of this service, document or action?        | <p><b>Yes</b></p> <p>Local stakeholders and community leaders will have the opportunity to comments on the Guidance during the 6-week Public Consultation. The Public Consultation is expected to take place after June 2011. Consultees will be reached using email addresses where known, County &amp; District websites and main receptions, and a press release by the County Council.</p>  |