

# Mid Wales Joint Local Transport Plan 2015



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# Mid Wales Joint Local Transport Plan

## Appendix E – Equality Impact Assessment

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# CONTENTS

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|     |   |    |
|-----|---|----|
| 1   | Introduction.....                                 | 2  |
| 1.1 | Overview.....                                     | 2  |
| 1.2 | What is an Equality Impact Assessment?.....       | 2  |
| 1.3 | The Joint Local Transport Plan for Mid Wales..... | 3  |
| 1.4 | Assessment Methodology.....                       | 4  |
| 2   | Data Collection.....                              | 5  |
| 2.1 | Characteristics of Mid Wales.....                 | 5  |
| 2.2 | Travel Behaviour.....                             | 8  |
| 3   | Equality Impact Assessment.....                   | 10 |
| 3.1 | Introduction.....                                 | 10 |
| 4   | Action Plan.....                                  | 29 |

# 1 Introduction

## 1.1 Overview

An Equality Impact Assessment (EqIA) has been prepared for the Joint Local Transport Plan (Joint LTP) Draft for Consultation that has been prepared by the three Mid Wales Local Authorities of Ceredigion County Council, Gwynedd Council and Powys County Council. The Plan covers only the Meirionnydd part of Gwynedd with the remainder of the County being included in the Joint LTP for North Wales. Part of the Brecon Beacons and Snowdonia National Parks are within the Mid Wales area and as such the National Park Authorities have also been involved in the development of the plan.

The EqIA process ensures that the legal duties placed upon Local Authorities are fulfilled in a transparent manner, whilst enabling steps to be identified that can be undertaken to promote equality, as well as to remove or mitigate any adverse impacts.

## 1.2 What is an Equality Impact Assessment?

The Equality and Human Rights Commission defines an EqIA as '*a tool that helps public authorities make sure their policies, and the ways they carry out their functions, do what they are intended to do and for everybody*'<sup>1</sup>. An EqIA enables policymakers to look at policy and how it will operate and make a judgement as to the likely impact on equality.

The Equality Act 2010 brought together existing equality legislation into a single Act. The 'protected characteristics' as listed in the Equality Act 2010 are:

- Age;
- Disability;
- Gender reassignment (i.e. transgender individuals);
- Marriage and Civil Partnerships;
- Pregnancy and Maternity;
- Race;
- Religion or Belief;
- Gender; and
- Sexual Orientation (i.e. heterosexual, gay, lesbian).

The Act includes a Public Sector Equality Duty that came into force in April 2011. It means that public bodies have to consider all individuals when carrying out their day-to-day work – in shaping policy, in delivering services and in relation to their own employees. It requires public bodies to have due regard to the need to eliminate discrimination, to advance equality of opportunity and to foster good relations between different people when carrying out their activities.

In addition to the statutory equalities groups listed above, this EqIA has also included an assessment of impact on users of the Welsh language.

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<sup>1</sup> Equality and Human Rights Commission – Public Sector Guidance: Equality Impact Assessment Guidance (November 2009)

## 1.3 The Joint Local Transport Plan for Mid Wales

### 1.3.1 Overview

The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce an LTP every five years and to keep it under review. This was amended by the Transport (Wales) Act 2006 to enable Regional Transport Plans. Welsh Statutory Instrument 2014 No. 2178 includes a modification of the obligation to produce local transport plans under section 108 of the 2000 Act so that a local transport authority may:

- a prepare a local transport plan in respect of part only of its area; or
- b jointly with one or more local transport authorities, prepare a local transport plan in respect of an area comprising all or any part or parts of their collective area.

Accordingly, the Mid Wales Local Authorities resolved to prepare a Joint LTP for their area, with the plan providing a detailed programme over the period 2015-2020 and a framework for schemes until 2030. The LTP is a statutory document that will sit alongside the Local Development Plans and other policies and plans of each of the Local Authorities, once adopted.

### 1.3.2 Vision, Outcomes and Higher Level Interventions

The Vision for transport in Mid Wales is that *'the Mid Wales Local Authorities will plan for and deliver in partnership an integrated and affordable transport system in the region that facilitates economic development, ensures access for all to services and opportunities, sustains and improves the quality of community life, and makes an active contribution to the management of carbon and the quality of the environment.'*

A series of outcomes have been identified for the LTP, derived from a review of the Wales Transport Strategy Objectives, the Welsh Government targets for investment and the regional Transport Plan priorities, together with a review of issues and opportunities facing the Mid Wales region. Outcomes were discussed and refined through a series of meetings with Local Authority Officers and at a stakeholder workshop. Outcomes for the LTP are identified as follows:

1. **Access to Key Destinations and Markets:** economic growth in the region will have been supported through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within Mid Wales and to and from other key destinations and markets.
2. **Access to Employment and Services:** Social equality and employability will have been promoted through inclusive, integrated and affordable access to employment and key health, education and social services and facilities, with a focus on tackling access to the Enterprise Zone and Local Growth Zones and those areas particularly deprived in terms of access to services.
3. **Improving Health and Well-being by Increasing Walking and Cycling:** Levels of cycling and walking for both necessary, active travel and recreation, by residents and visitors, will have been increased.
4. **Improved Safety and Security:** The actual and perceived safety and security of travel by all modes will have been improved.
5. **Benefits and Minimised Impacts on the Environment:** The potential for transport improvements to reduce carbon emissions and improve the local and global natural and

built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

A set of higher level interventions have been developed which together aim to deliver the vision and outcomes sought for the LTP. Higher level interventions are as follows:

**Improving strategic connections** – transport network reliability and resilience improvements to key county highway corridors to remove/ improve resilience problems and improve journey times. The improvement of strategic highway connections will address issues for buses as well as cars and goods vehicle traffic;

**Improving accessibility to employment and services** – schemes to provide improved access to the EZ, growth zones, employment sites and town centres and sustain access to health services as well as education, community, shopping and other services. Car share sites, bus services, active travel measures as well as road improvements may be included.

**Encouraging walking and cycling** – infrastructure improvements and behavioural change initiatives to increase levels of walking and cycling both for necessary, active travel and for leisure. May include road and rail bridges/ crossings, cycle routes, footway/ footpath provision, safe routes to school, travel planning as well as road safety measures to assist vulnerable users;

**Integrated public transport networks** – schemes to sustain/ provide infrastructure for public transport and community transport networks, improve access to bus and rail stations and interchange facilities, support for park and ride, walking and cycling routes and facilities;

**Improving safety and security** – road safety schemes and initiatives to reduce casualties.

## 1.4 Assessment Methodology

The EqIA has been undertaken to analyse equality in the context of the Mid Wales Local Transport Plan. The approach that has been followed documents the equalities analysis in a transparent manner, as well as considering opportunities to advance equality within the strategy.

The steps that have been followed in the preparation of the EqIA are as follows:

- **Data Collection** – It is important that the appraisal is supported by up-to-date and reliable data about the different groups that the proposed policy is likely to affect, with particular emphasis on the various equalities groups (**Section 2**);
- **Assessment** – Systematically assesses and identifies the specific differential impact of the proposed strategy on each group (**Section 3**);
- **Action Plan** – Any actions identified to complement the LTP or overcome any of the differential impacts of the LTP on each of the groups are summarised in an Action Plan (**Section 4**).



## 2 Data Collection

This section sets out key statistics for both the Mid Wales region and for Wales as a whole, using a variety of data sources to present information about each of the equalities groups in terms of their characteristics and travel behaviour.

### 2.1 Characteristics of Mid Wales

The LTP covers Mid Wales and includes the counties of Powys and Ceredigion, together with the Meirionnydd part of Gwynedd. The region is predominantly rural and has a total population of approximately 242,452 (Census 2011). The issues for equality are thus different from the more urban areas of Wales.

A summary of the issues and opportunities for transport in Mid Wales is presented in Table 2.1. This brings together the issues and opportunities identified nationally by Welsh Government (referenced in brackets) with those identified for Mid Wales into nine key headings. The issues and opportunities described may have the potential to impact on specific equality groups to a greater degree than the rest of the population.

**Table 2.1: Summary of Issues and Opportunities**

| Issue/Opportunity  |
|--|
| <p><b>1. Employment and Tourism Access</b></p> <ul style="list-style-type: none"><li>Existing and planned out of centre employment sites may be poorly served by public transport (WG 1)</li><li>People without access to a car may be excluded from accessing some job, leisure and tourism opportunities (WG 4)</li><li>There is a lack of evening and weekend bus provision, which leads to difficulties in accessing employment opportunities and reliance on the private car (WG 2)</li><li>There is an increased need to travel and for longer distances to access job opportunities (WG 11)</li><li>The issues above of poor public transport access are acute in Mid Wales given its deep rurality and low population density</li></ul>  |
| <p><b>2. Inclusive Access to Services</b></p> <ul style="list-style-type: none"><li>Dispersed settlement patterns have implications for accessibility and access to key services, consequently there is a greater dependence on the private car (WG 5)</li><li>Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare (WG 7)</li><li>Changes in locations of key services such as health are likely to increase car travel and may isolate some communities (WG 6)</li><li>Ageing and in places declining population can result in the withdrawal of local services, reducing access to key services resulting in further depopulation (WG 9)</li><li>Opportunities through innovation and collaboration to improve rural transport delivery</li></ul> |
| <p><b>3. Integration of Public Transport</b></p> <ul style="list-style-type: none"><li>Bus access to existing and emerging employment sites requires interchange and</li></ul>   |

| Issue/Opportunity   |
|---|
| <p>multiple operator trips making journeys more complex and less attractive (WG 3)</p> <ul style="list-style-type: none"> <li>▪ Access to rail stations by car, public transport, walking or cycling can be poor</li> </ul>   |
| <p><b>4. Active Travel Potential</b></p> <ul style="list-style-type: none"> <li>▪ A high proportion of commuter trips within the key settlements are less than 5km and could potentially be undertaken by active travel modes (WG 8)</li> <li>▪ There are opportunities to increase mode share by active travel modes and to improve the health and well-being of the local community</li> </ul>                  |
| <p><b>5. Journey Time Reliability and Strategic Connections</b></p> <ul style="list-style-type: none"> <li>▪ Poor opportunities for passing, pinch point and constraints on the strategic road network lead to increased journey times and reduced journey time reliability for the movement of people and goods</li> <li>▪ There are opportunities to better connect the area across borders</li> </ul>          |
| <p><b>6. Freight Connections</b></p> <ul style="list-style-type: none"> <li>▪ Provision for freight vehicles inadequate on most key strategic highway corridors (WG 13)</li> <li>▪ Disproportionate impact of road freight on the existing sub-standard highway network</li> <li>▪ Opportunity for rail freight to reduce road transport of goods</li> </ul>  |
| <p><b>7. Highway Condition and Road Safety</b></p> <ul style="list-style-type: none"> <li>▪ Poor condition of highways can have an impact on safety</li> <li>▪ There is an opportunity to continue to improve the road safety record</li> </ul>   |
| <p><b>8. Resilience to Climate Change</b></p> <ul style="list-style-type: none"> <li>▪ Increased risks to the resilience of the network through impacts of climate change, including flood risk</li> <li>▪ Opportunities to improve the standard and resilience of the network</li> <li>▪ There are opportunities to increase mode share by active travel modes and reduce carbon impacts of transport</li> </ul> |
| <p><b>9. Availability and Sustainability of Funding</b></p> <ul style="list-style-type: none"> <li>▪ Significant constraints on both capital and ongoing reduce funding threatening the provision of even basic levels of access to markets, jobs and services.</li> <li>▪ Significant reductions in the availability of funding threatening the resilience and reliability of the road network</li> </ul>        |

In addition, the EqIA of the National Transport Plan (2010) specifically identified the following issues relevant to living in rural Wales:

- In a survey undertaken in 2004, 11 per cent of households in rural Wales did not own or have use of a motor vehicle<sup>2</sup>;
- In rural Wales, the problem of getting to work impedes women more than men (10 per cent of women reported this compared with 6 per cent of men), with women in hamlets or open countryside finding transport more of a problem than those residing in towns or villages<sup>3</sup>;
- Transport emerged as the most frequently cited disadvantage of living in a rural area, with the cost of public transport for those without a car identified as significant; and
- Isolation itself can be a health problem<sup>4</sup>.

The following key statistics from the 2011 Census<sup>5</sup> provide information on the various equality groups in the Mid Wales region:

- **Younger people:** 16.7% (55,074) of people in Mid Wales are under the age of 16, a lower percentage than the 18.2% seen nationally. A total of 13.1% (43,484) are aged between 16 and 24, a higher proportion than 12.2% of people at the national level;
- **Older people:** 20.2% (66,851) of people in Mid Wales are over the age of 65, considerably higher than the national figure of 17.3%;
- **Disabled people:** 10.0% of people in Mid Wales have a long-term health problem or disability, from which day-to-day activities are limited a lot, compared to 11.9% nationally; and
- **Ethnicity:** 2.7% (8,929) of the population of Mid Wales is from mixed, Asian, Black, Chinese or Other ethnicity group. This is lower than the overall Wales figure of 4.4%. Table 2.1 provides a comparison of ethnicities between the Mid Wales region and Wales overall.

**Table 2.1: Ethnicity in Mid Wales and Wales (Source: 2011 Census)**

| Ethnic Group | Mid Wales | Wales |
|--------------|-----------|-------|
| White        | 97.3%     | 95.6% |
| Mixed        | 0.7%      | 1.0%  |
| Asian        | 1.3%      | 2.3%  |
| Black        | 0.2%      | 0.6%  |
| Other        | 0.4%      | 0.5%  |

- **Parents / Guardians and Carers:** Of the 91,865 families living in Mid Wales, 37.9% have dependent children, lower than 41.6% of families nationally. There are 7,906 lone parent households with dependent children in the region. According to the 2011 Census, a total of 37,200 people provide at least one hour of care a week for someone on an unpaid basis;

<sup>2</sup> White, S.D. et al (2007), Coping with Access to Services. Wales Rural Observatory Research Report no. 12. Available at <http://www.walesruralobservatory.org.uk/eng/pub-e.html#NewR>

<sup>3</sup> Moles, K. (2007), Gender and Rural Wales Scoping Report. Aberystwyth: Wales Rural Observatory.

<sup>4</sup> Julie Hirst, 'The influence of rurality on the access to health services of women with young children living in poverty in the Peak District National Park' (unpublished MSc thesis, 1996).

<sup>5</sup> Statistics cover the whole of Ceredigion, Gwynedd and Powys

- **People who are lesbian or gay:** A total of 476 people (0.2%) are registered as in same-sex civil partnership, the same as the figure observed nationally (Census 2011);
- **Religious Beliefs:** 3.3% of Mid Wales residents in the Census state that they are of a religious faith other than Christian or of no religion. This compares to 4.4% nationally. The lower proportion than nationally means that people are even more in a minority compared to some urban areas and may experience a greater differential impact;
- **Gender:** Women make up 50.6% of the population, and men 49.4%. This is similar to the Wales figures of 50.9% and 49.1% respectively; and
- **Welsh Language Skills:** 35.0% of people in the Mid Wales region can speak, read and write Welsh compared to 14.6% in Wales overall. The proportion of residents in Mid Wales with no skills in Welsh is significantly lower (48.4%) than observed nationally (73.3%). Table 2.2 shows the profile of Welsh language skills in Mid Wales and Wales as a whole. In Mid Wales, English or Welsh is the first language for 97.6% of residents, compared to 97.1% in Wales overall.

**Table 2.2: Welsh Language Skills (Source: 2011 Census)**

|   | Mid Wales | Wales |
|---|-----------|-------|
| No skills in Welsh                        | 48.4%     | 73.3% |
| Can understand spoken Welsh only          | 7.1%      | 5.3%  |
| Can speak Welsh                           | 42.4%     | 19.0% |
| Can speak but cannot read or write Welsh  | 4.5%      | 2.7%  |
| Can speak and read but cannot write Welsh | 2.7%      | 1.5%  |
| Can speak, read and write Welsh           | 35.0%     | 14.6% |
| Other combination of skills in Welsh      | 2.3%      | 2.5%  |

## 2.2 Travel Behaviour

The Welsh Governments' Living in Wales Survey (2008) provides a useful background to the travel behaviour of members of some of the equalities groups for Wales as a whole. The Survey (as reported by Sewta) reports that:

- Men are more likely to use the car to get to work (82% compared to 76% of women) and less likely to walk (8% compared to 17%) or take the bus (2% compared to 6%). Men are however more likely to cycle, get the train or ride a motorcycle into work than women;
- 60% of people with long standing illnesses or disabilities have the use of a car compared with 80% of other people, but they are less than half as likely to have the use of more than one car;
- People with long standing illnesses or disabilities are more likely to be a passenger in a car than other people with 25% compared to 20%;
- More than 60% of disabled people in Wales reported difficulties in getting on and off the bus in 2002–4, and more than 30 per cent of disabled people reported difficulties getting to and from their seat (although it is recognised that all new buses now need to be low floor);
- 11% of respondents said that they did not use public transport because of health reasons;
- People aged over 60 are much more likely to have used the bus in the last seven days than other age groups. 24% of men and 36% of women had done so;

- Overall, older people are more likely to be satisfied with their bus service than younger people; 82 per cent were satisfied; and
- Moreover, 74% of respondents in Wales aged 60 and over are to own a concessionary bus pass (78% of females and 70% of males). However, this can be compared to the TraCC region where the figures vary from 57.8% in Powys to 69.2% in Ceredigion and 73.3% in Gwynedd (2009/10 take up as reported by the local authorities).

Working at or from home was found to be much more prevalent in rural areas, with 29% of respondents in employment that live in hamlets and isolated dwellings working at or from home, compared with 4% of respondents that lived in settlements with a population of over 10,000.

The Living in Wales Survey has now been replaced by the National Survey for Wales, designed to gather the views of people in Wales on a variety of issues including travel and transport, with results for the first two years of the survey published in 2014. Key findings from the headline results published in May 2014 include:

- Respondents were asked what form of active travel they had undertaken in the last seven days. Men were more likely than women to have cycled in the last seven days (9% and 3% respectively) and were also more likely to have walked for at least five minutes (68% compared with 63%).
- People living in urban areas were more likely than those living in rural areas to have walked to get to a particular destination in the past three months (70% compared to 56%).
- Younger people were more likely to have walked and cycled as a means of transport compared with older people – 11% of people aged 16-24 having cycled in the last seven days compared with less than 2% of people over 65; 83% of people aged 16-24 reported to have walked for more than five minutes, compared with 49% of people over 65.
- In relation to travel to school, the survey showed that 37% of primary school aged children walk to school with an adult and 16% walk on their own or with other children. Children of secondary school age were found to be more likely to go to school by bus.

As part of its annual monitoring, in February 2013 TraCC commissioned a 1,000 telephone interview survey of households across the region. Findings from the survey included that:

- 16% of respondents stated that they use a bus at least once a week and 54% stated that they never use the bus;
- Of those that stated that they never use the bus, the main reasons stated that there is no service (36%), 17% stated that the car is more convenient and 5% said it was because of disability / health reasons;
- Of those who do travel by bus, 44% states that they use the bus to access shops and 33% said they used the bus to access leisure / social facilities;
- Of the respondents who use the bus, 33% obtain their information from the internet, 30% obtain their service information from bus stops and 29% from timetables / promotional materials. Only 1% of users use mobile phone applications; and
- 63% of respondents stated that they would be happy to use community transport if there were no alternative bus services.

## 3 Equality Impact Assessment

### 3.1 Introduction

This section considers the potential impacts of the higher level interventions identified within the LTP as they affect each of the equalities groups detailed in Section 1.2. An assessment of the differential impact (positive or negative) is made for each of the higher level interventions – with a positive impact identified by a tick (✓) and a negative impact identified by a cross (X).

#### 3.1.1 Age – Older People

People's need for and experience of transport changes in later life, with older people predominantly travelling for the purposes of shopping, personal business such as healthcare, or to visit friends<sup>6</sup>. Research shows that as people age there tends to be a decline in driving and increase in travel as a passenger, as well as increase in travel by taxi and by public and community transport. Research undertaken by the Welsh Assembly Government (2008)<sup>7</sup> identified that people aged over 60 are much more likely to have used the bus in the last seven days than other age groups; older people on low incomes were found to be especially reliant on buses<sup>8</sup>.

The National Travel Survey 2012<sup>9</sup> results suggest that the proportion of people aged 60 and over with a license has been increasing, with 66% of persons aged 60 or over being full car driving license holders in Wales, compared to 57% in 2003/04. Whilst this may broadly be the case, access to a private car gradually declines for older age groups. White *et al* (2007)<sup>10</sup> notes that older people in rural areas of Wales are found to lack access to a car – respondents to a survey in 2004 aged 65 or over were twice as likely as younger people to have no access to a car. Census data for Mid Wales from 2011 identifies that 3.1% of one person households comprising people aged 65 or over did not have access to private transport.

Research undertaken by Age UK (July 2012)<sup>11</sup> found that nearly 1 in 4 people aged 60 and over who live in rural parts of England identify lack of public transport as one of the biggest challenges they face. Aspects of living in the countryside that presented serious obstacles for many older people included cuts to local bus services and lack of access to health and social care.

Research undertaken by the Office of the Deputy of the Deputy Prime Minister (ODPM) in 2005<sup>12</sup> identified that transport problems can be a significant barrier to social inclusion and

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<sup>6</sup> Smith *et al* (2007) Evidence Base Review on Mobility: Choices and Barriers for Different Social Groups. Department for Transport

<sup>7</sup> Welsh Assembly Government (2008) Living in Wales Survey

<sup>8</sup> Winckler, V. (ed.) (2009) Equality Issues in Wales: A Research Review, Equality and Human rights Commission

<sup>9</sup> National Travel Survey 2012

<sup>10</sup> White, S.D. *et al* (2007), Coping with Access to Services. Wales Rural Observatory Research Report no. 12. Available at <http://www.walesruralobservatory.org.uk/eng/pub-e.html#NewR>

<sup>11</sup> <http://www.ageuk.org.uk/latest-news/age-uk-report-reveals-challenges-of-living/>

<sup>12</sup> Excluded Social Exclusion – Unit Interim Report – Office of Deputy Prime Minister (March 2005)

independence, leading to low morale, depression and loneliness. Some of the key transport concerns of older people include poor access to transport in rural areas; stigma attached to special transport schemes; concerns about personal safety; and the inflexibility of public transport for specific journeys in rural areas, with community transport perceived as having limited booking times, destinations and operating hours.

Research undertaken in London has identified three categories of barriers to transport use faced particularly by old people, which apply in any areas of the UK, namely:

**Physical barriers** – examples including long distances to bus stops and connection points, the presence of steps, the speed of closing doors on public transport and jerky movement on buses;

**Emotional barriers** – examples including adverse weather conditions and the fear of crime; and

**Information barriers** – many people restrict their journeys to ones they know well and have reduced expectations that public transport can cater for their needs.

Burholt *et al* (2007)<sup>13</sup> identified difficulties encountered by older people in Gwynedd using public transport, including getting on or off the bus, the lack of facilities at bus stops and poor location of bus stops.

The Mid Wales region has a larger proportion of the population who are retired and elderly, which is higher than the Wales average (20.2% in 2011 Census). There are some areas of the region where the retired population is much higher than this average, such as southern Ceredigion. The retired population tend to be more reliant on public and community transport to be able to lead an active life, participate fully in the community, and get access to essential social and healthcare facilities.

| Higher Level Intervention                          | Assessment Overview  | Differential Impact |
|--|--|---------------------|
| Improving strategic connections                    | Improving strategic connections would bring benefits to people of all ages who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to older people making use of public transport along these routes in terms of reduced journey times and increased journey time reliability.   | ✓                   |
| Improving accessibility to employment and services | The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements. As identified by research, access to healthcare and community facilities are more likely to be important to older age groups, with travel to such facilities frequently made by public and community transport. However, the dispersed settlement pattern of Mid Wales, combined with declining populations in places and | ✓                   |

<sup>13</sup> Burholt *et al* (2007) Looking to the Future: Ageing in Rural Communities. Bangor: Centre for Social Policy Research and Development

| Higher Level Intervention            | Assessment Overview   | Differential Impact |
|--------------------------------------|---|---------------------|
|                                      | consolidation of provision can lead to reductions in key services in the region; the LTP operates within certain budget and funding constraints, fluctuations in which can have implications for schemes being taken forward or not.  |                     |
| Encouraging walking and cycling      | Whilst older people are comparatively less likely to walk or cycle to destinations than other age groups, this Higher Level Intervention presents opportunities for improving health and well-being and improving key footway and cycleway links.   | ✓                   |
| Integrated public transport networks | In general, older people are more reliant on public transport than other age groups. Issues identified in the Mid Wales region include access to bus interchanges and rail stations by different transport modes, the need for promotion and awareness of community transport services to older people and ensuring adequate and appropriate travel information is available.<br><br>Schemes that help overcome physical and information barriers will have a positive impact for older people.   | ✓                   |
| Improving safety and security        | Improving safety and security would bring benefits to people of all ages who have access to a car as well as those walking or cycling in the vicinity of traffic routes. Actions proposed as part of this Higher Level Intervention include for example junction safety enhancements and street lighting renewal which may form part of active travel and public transport routes within Mid Wales. There would therefore also be benefit to older people making use of public transport along these routes in terms of improved journey safety and security. | ✓                   |

### 3.1.2 Age – Younger People

Research suggests three phases of developing mobility needs and behaviour – primary school age children (aged between five and ten years old), secondary school aged children (aged between 11 to 16) and young people aged between 16 and 25 – with children becoming increasingly independently mobile and using a wider range of travel modes<sup>14</sup>.

A third of trips made by people under the age of 17 tend to be for education. Trips to school are predominantly made on foot or by car for primary and secondary school children, with bus use increasing amongst secondary school children.

Research undertaken by the Joseph Rowntree Foundation<sup>15</sup> of three representative cohorts of young people aged between 15 and 24 years and living in rural locations in South West

<sup>14</sup> Smith *et al* (2007) Evidence Base Review on Mobility: Choices and Barriers for Different Social Groups. Department for Transport

<sup>15</sup> <http://www.jrf.org.uk/sites/files/jrf/750.pdf>



England, found that young people in rural areas often experience particular difficulties accessing education and employment, as well as undertaking social activities. Key findings included:

- Young people below the driving age rely on getting lifts for most journeys. Those living in households with only one or no car are at a particular disadvantage, since parents are the main source of lifts;
- Learning to drive and getting a car are seen by young people as major priorities and the solution to dependency on lifts. Over 40% of 17-18 year olds and over 80% of 22-24 year olds in the study were car owners;
- Over 40% of those aged 15-16 years old say that transport issues influence their decisions about post-16 education. Limited public transport in rural areas means that those entering employment or training are restricted in where and when they work; and
- Fares, publicity and attitudes of bus drivers and older passengers are identified as barriers to young people making use of public transport services.

In Wales, 60% of persons aged between 17 and 29 were full driving license holders in 2011/2012.

| Higher Level Intervention                          | Assessment Overview   | Differential Impact |
|--|---|---------------------|
| Improving strategic connections                    | Improving strategic connections would bring benefits to people of all ages who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to younger people making use of public transport along these routes in terms of reduced journey times and increased journey time reliability.                              | ✓                   |
| Improving accessibility to employment and services | The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements.<br><br>Younger people typically are reliant on parents to provide lifts to services and facilities and also on public transport as a means of accessing local and regional services. | ✓                   |
| Encouraging walking and cycling                    | Improved walking and cycling facilities can bring benefits to people of all ages, particularly routes which may improve connections and/or allow people to undertake local trips, plus those which enable access to public transport facilities.<br><br>Younger people are proportionately more likely to walk or cycle than other age groups and as such providing more and better opportunities to do so will benefit this equality group.                            | ✓                   |
| Integrated public transport networks               | Young people in rural areas can experience difficulties in accessing employment and services as well as undertaking social activities. Schemes including the provision of up-to-date  | ✓                   |

| Higher Level Intervention     | Assessment Overview  | Differential Impact |
|-------------------------------|--|---------------------|
|                               | <p>passenger transport information will help improve accessibility of the public transport network to younger people and encourage its further use. Further integration of the public transport networks may also make journeys less complex and more attractive as a result.</p> <p>Younger people may also be more vulnerable to safety and security issues on public transport, which certain of the schemes may help to address.</p>   |                     |
| Improving safety and security | <p>Improving safety and security would bring benefits to people of all ages who have access to a car as well as those walking or cycling in the vicinity of traffic routes. Actions proposed as part of this Higher Level Intervention include for example junction safety enhancements and street lighting renewal which may form part of active travel and public transport routes within Mid Wales. There would therefore also be benefit to younger people making use of public transport along these routes in terms of improved journey safety and security.</p> | ✓                   |

### 3.1.3 Disability

Disabled people are likely to have fewer transport options than non-disabled people and consequently tend to use public transport more<sup>16</sup>. Ease of accessibility of facilities and vehicles for disabled people, together with the ease of access between transport modes are fundamentally important to anyone with disabilities. As illustrated by the findings of research by the University of Leeds<sup>17</sup> into the relations between disability and public transport:

- Disabled people are less likely to go out or to make long journeys than non-disabled people;
- Disabled people find it difficult to travel to basic services, such as doctors or post offices;
- Disabled people are twice as likely to turn down a job because of travel difficulties;
- Almost half of disabled people are totally reliant upon public transport;
- Lack of access to a car is more than twice as high for disabled people;
- Disabled people feel that improvements in public transport would substantially contribute to an improved quality of life and higher levels of usage;

<sup>16</sup> National Transport Plan Equality Impact Assessment (February 2010)

<sup>17</sup> University of Leeds – Centre for Disability Studies: Secondary Analysis of Existing Data on Disabled People’s Use and Experiences of Public Transport in Great Britain (2006)

- Transport operators think largely in terms of wheelchair accessibility and sensory impairments are often overlooked;
- Specific barriers are easily identified but need to be viewed within the wider context of whole journeys and the 'travel chain'. Poor connections inhibit travel for disabled people;
- Disabled people are up to three times less likely to be aware of travel information services and are less likely to use travel information websites.

Key findings of research undertaken in London<sup>18</sup> to identify barriers to public transport as experienced by disabled people include:

- The extent to which perceived barriers affect travel frequency and behaviour depends on the impairment – for example those with hearing impairments are most able to fulfil their travel aspirations; people with learning impairments tend to rely on familiarity and routine thus limiting journeys to habitual ones; people with sight difficulties tend to find travel after dark more challenging; and those with walking impairments are least able to fulfil their travel aspirations as they find it difficult to negotiate long distances to and from public transport and at interchanges;
- Concerns about anti-social behaviour, fear of crime and risk of accidents can be perceived as barriers to travelling by public transport.

The Guide Dogs for the Blind Association conducted a survey entitled Road to Nowhere between October 2012 and March 2013<sup>19</sup> to uncover the extent of the problems faced by bus passengers who are blind or partially sighted. Research found that:

- 70% of respondents who are blind or partially sighted said that travelling by bus caused them difficulty in visiting places;
- 80% of respondents stated they felt unable to enjoy the freedom others take for granted, with almost three quarters (72%) being put off visiting friends and family and more than one in three (35%) stating that the prospect of travelling by bus had put them off attending doctors or hospital appointments.

The Living in Wales Survey showed a strong association between having a limiting long-term illness and difficulty in getting to and from the nearest bus stop.

Disability or long-term illness greatly reduces the likelihood of having walked more than one kilometre in the last seven days – 42% of males and 29% of females with a disability or long-term illness had walked this distance compared with 78% of non-disabled males and 72% of non-disabled females (Living in Wales 2008).

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<sup>18</sup> Transport for London (August 2014) Understanding the Travel Needs of London's Diverse Communities – A Summary of Existing Research

<sup>19</sup> <https://www.guidedogs.org.uk/supportus/campaigns/talkingbuses/road-to-nowhere-report-2013/>

| Higher Level Intervention                          | Assessment Overview  | Differential Impact |
|--|--|---------------------|
| Improving strategic connections                    | <p>Improving strategic connections would bring benefits to all sectors of the population who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to disabled people making use of public transport along these routes in terms of reduced journey times and increased journey time reliability.</p>  | ✓                   |
| Improving accessibility to employment and services | <p>The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements. Research has shown that disabled people can be more reliant both on public transport and on lifts from others than other sectors of the population.</p> <p>However, the dispersed settlement pattern of Mid Wales, combined with declining populations in places can lead to reductions in key services in the region; the LTP operates within certain budget and funding constraints, fluctuations in which can have implications for schemes being taken forward or not.</p> | ✓                   |
| Encouraging walking and cycling                    | <p>Research has shown that this equalities group is less likely to walk or cycle than other sectors of the population overall, although it is noted that different categories of disability have very different mobility needs and requirements. Improvements to walking and cycling infrastructure (for example improvements to access points to make them wheelchair friendly) would have a positive impact for certain categories of disabled people, as would improvements to the condition and legibility of footways.</p>  | ✓                   |
| Integrated public transport networks               | <p>Disabled people experience physical, emotional and information barriers to accessing public transport. Schemes identified as part of this Higher Level Intervention include the provision of up-to-date passenger transport information, access improvements to the rail network and capital enhancements for public and community transport, all of which will help to overcome certain of these barriers.</p> <p>Disabled people may also be more vulnerable to safety and security issues on public transport, which certain of the schemes may help to address.</p>   | ✓                   |
| Improving safety and security                      | <p>Improving safety and security would bring benefits to people from all sectors of the population who have access to a car. Actions proposed as part of this Higher Level Intervention include for example junction safety enhancements and street lighting renewal which may form part of public transport routes within Mid Wales. There would therefore also be benefit to</p>   | ✓                   |

| Higher Level Intervention | Assessment Overview   | Differential Impact |
|---------------------------|---|---------------------|
|                           | disabled people making use of public transport along these routes in terms of improved journey safety and security. |                     |

### 3.1.4 Race

2011 Census data shows that the proportion of households without access to a car or van is higher for ethnic minority households within Mid Wales than is the case for households from a white ethnic background.

Research by the Department for Transport shows that persons of white origin are generally more likely to travel to work by car than those from Indian, Pakistani or Bangladeshi origin<sup>20</sup>.

As stated in the UK Department for Transport's Public Transport Needs of Minority, Ethnic and Faith Communities Guidance Pack<sup>21</sup>, at present there is an inadequate understanding by service providers of the transport needs of minority ethnic and faith communities. A consequence of this is that initiatives to promote services are frequently ineffective in reaching some communities. A key reason appears to be that organisations fail to establish satisfactory communications with these groups.

The research undertaken to inform the guidance, based on the views of a wide range of people from different minority ethnic groups concluded that:

- Language is frequently a barrier to knowledge of services and more needs to be done to address this. Producing information in local community languages is one option but trials have often shown poor take-up;
- Racist behaviour by both staff and other passengers can be a problem for passengers of minority ethnic and faith communities;
- Customer care processes frequently take no account of language difficulties and are therefore not accessible to all passengers; and
- Minority ethnic and faith communities are frequently dependent on public transport but are very concerned about racist attacks and all aspects of personal safety on the transport network, including when walking or waiting at bus stops or in stations. The fear can be a barrier to using the transport network to access key facilities and employment opportunities.

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<sup>20</sup> Department for Transport Focus on Personal Travel 2005

<sup>21</sup> Department for Transport's: Public Transport Needs of Minority, Ethnic and Faith Communities Guidance Pack – <http://webarchive.nationalarchives.gov.uk/20100513131319/http://www.dft.gov.uk/pgr/inclusion/mef/publictransportneeds/ofminor3259>

| Higher Level Intervention                          | Assessment Overview  | Differential Impact |
|--|--|---------------------|
| Improving strategic connections                    | Improving strategic connections would bring benefits to all sectors of the population who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to people from ethnic minorities making use of public transport along these routes in terms of reduced journey times and increased journey time reliability.   | ✓                   |
| Improving accessibility to employment and services | The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements. Research has shown that people from ethnic minorities may be more reliant on public transport, with the proportion of ethnic minority households without access to a car being higher than for other households.  | ✓                   |
| Encouraging walking and cycling                    | <p>Improved walking and cycling facilities can bring benefits to people from all sectors of the population, particularly routes which may improve connections and/or allow people to undertake local trips, plus those which enable access to public transport facilities.</p> <p>Ethnic minority households within Mid Wales are less likely to have access to a car than other households and as such may be more reliant on other modes of transport, particularly walking.</p>   | ✓                   |
| Integrated public transport networks               | Research has highlighted that there can be an inadequate understanding by service providers of the transport needs of minority ethnic communities, with issues including language barriers and perceptions of safety on public transport. Schemes identified as part of this Higher Level Intervention include the provision of up-to-date passenger transport information.  | ✓                   |
| Improving safety and security                      | Improving safety and security would bring benefits to people from all sectors of the population who have access to a car or are walking and cycling in the vicinity of traffic routes. Actions proposed as part of this Higher Level Intervention include for example junction safety enhancements and street lighting renewal which may form part of public transport routes within Mid Wales. There would therefore also be benefit to people from ethnic minorities making use of public transport along these routes in terms of improved journey safety and security. | ✓                   |

### 3.1.5 Religion or Belief

People of particular religions or beliefs may require access to places of worship and/or community facilities; such people can also experience concerns relating to personal safety and security particularly when using public transport. The identity of some ethnic minority groups can be perceived to be associated with particular faiths (for example over 90% of the Pakistan/Bangladesh population are Muslim and nearly 75% of the Indian population are either Hindu or Sikh) which can provide the motivation for hate crimes.

| Higher Level Intervention                          | Assessment Overview  | Differential Impact |
|--|--|---------------------|
| Improving strategic connections                    | Improving strategic connections would bring benefits to all sectors of the population who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to all people making use of public transport along these routes in terms of reduced journey times and increased journey time reliability.                              | N/A                 |
| Improving accessibility to employment and services | The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements.<br><br>Schemes may indirectly improve access to community facilities such as places of worship, thus providing a benefit to people of particular religions or beliefs.                      | ✓                   |
| Encouraging walking and cycling                    | Improvements to walking and cycling infrastructure within the region and encouraging active travel modes of transport are beneficial for all sectors of the population.  | N/A                 |
| Integrated public transport networks               | Schemes to encourage the further integration of public transport networks are beneficial for all sectors of the population. People of particular religions or beliefs may be more vulnerable to issues of safety and security on public transport, which a number of the schemes included may acknowledge and go towards addressing.   | ✓                   |
| Improving safety and security                      | Improving safety and security would bring benefits to people from all sectors of the population who have access to a car. Actions proposed as part of this Higher Level Intervention include for example junction safety enhancements and street lighting renewal which may form part of public transport routes within Mid Wales. There would therefore also be benefit to all users of public transport along these routes in terms of improved journey safety and security. | N/A                 |

### 3.1.6 Gender

There are distinct differences in the travel patterns of men and women and as such there are differing needs and requirements.

The National Travel Survey (2012) shows that for Wales, 80% of males aged 17 or over possessed a full driving license in 2011/12, compared to 67% of women. Research has concluded that, partly for this reason, men are more likely than women to be involved in a road accident, for all severity types of injuries. The ratio of males to females injured has remained roughly the same in recent years, despite the overall number of road accidents decreasing<sup>22</sup>.

Women, especially older women, have less access to a car than men – nearly eight out of ten men compared with six out of ten women drove and had daily access to a car in 2004 (Welsh Consumer Council 2005).

Moles (2007)<sup>23</sup> identified that the patterns of travel in rural Wales include that men are more likely than women to use a car or van to travel to work. Reasons for this may include different working hours (for example a greater proportion of women being part-time and taking into account childcare arrangements).

The Living in Wales Survey (2008) found that, in every age group, more female respondents had used the bus in the last seven days than males, with the largest difference seen in the sixty and over group.

Research undertaken by the Scottish Executive<sup>24</sup> found that:

- Although the differences between men and women in terms of journey patterns are closing, they are doing so only very slowly;
- Women are more likely than men to travel by public transport, as car passengers and on foot;
- Women's trips are more likely to relate to caring and family responsibilities, while men are more likely to travel for business and leisure;
- Women make more trips to and from education (including escorting children) and more shopping trips than men;
- Women make more journeys using public transport with children or otherwise "encumbered";
- Women over 70 make fewer journeys than women aged 30-39, are less likely to have a driving licence, and are more likely to use public transport and travel on foot;
- Women on lower incomes travel shorter distances and have less access to cars than other women.

There are gender differences too in walking and cycling – men are more likely both to cycle than women and to have walked more than 1km in the past seven days (Living in Wales Survey 2008); however, women are twice as likely as men to walk to work.

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<sup>22</sup> Winckler, V. (ed.) (2009) Equality Issues in Wales: A Research Review, Equality and Human rights Commission

<sup>23</sup> Moles, K. (2007) Gender and Rural Wales Scoping Report. Aberystwyth: Wales Rural Observatory

<sup>24</sup> Women and Transport: Guidance and Checklist. Scottish Executive.



Research from London into the needs and barriers facing different genders found that:

- Women are more likely to cite barriers that relate to crime and personal safety than men;
- Higher proportions of women say that the following act as barriers to greater public transport use, including concern about anti-social behaviour, fear of crime on the bus/train and getting to the bus/train and risk of accidents; and
- Personal safety after dark is a concern for women (more so than for men) but during the day, these concerns are in line with those of men.

| Higher Level Intervention                          | Assessment Overview   | Differential Impact |
|--|---|---------------------|
| Improving strategic connections                    | Improving strategic connections would bring benefits to all sectors of the population who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to all people making use of public transport along these routes in terms of reduced journey times and increased journey time reliability.   | ✓                   |
| Improving accessibility to employment and services | <p>The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements.</p> <p>There would be benefits for both men and women as a result of the different types of schemes included to deliver this Higher Level Intervention. It is acknowledged that accessibility to employment and services cannot be improved across the board for both financial and logistical reasons; there will be areas and routes within the region therefore that do not see a positive differential impact as a result of the LTP.</p> | ✓                   |
| Encouraging walking and cycling                    | Improvements to walking and cycling infrastructure within the region and encouraging active travel modes of transport are beneficial for all sectors of the population. Research has shown that men are more likely than women to cycle and may therefore experience a greater level of impact from the introduction of new cycling routes and schemes; equally women are more likely to walk to work and the Active Travel Schemes in particular may be of greater benefit here.   | ✓                   |
| Integrated public transport networks               | <p>Schemes to encourage the further integration of public transport networks are beneficial for all sectors of the population. Women, particularly older women, are more likely to use public transport than men and as such may see a greater level of benefit from some of the schemes proposed.</p> <p>Women in particular have also been identified as a vulnerable group of users of the public transport network, with personal security cited as a particular issue for women, especially at</p>   | ✓                   |

| Higher Level Intervention     | Assessment Overview   | Differential Impact |
|-------------------------------|---|---------------------|
|                               | night. Schemes to encourage safety will therefore be of importance to this group.   |                     |
| Improving safety and security | Improving safety and security would bring benefits to people from all sectors of the population who have access to a car. Actions proposed as part of this Higher Level Intervention include for example junction safety enhancements and street lighting renewal which may form part of public transport routes within Mid Wales. There would therefore also be benefit to all users of public transport along these routes in terms of improved journey safety and security. Research has shown that men are more likely to be involved in road traffic accidents than women, partly as a result of the fact that they are more likely to hold a full driving license; improving safety and security on the road network may therefore have a greater differential impact on men. | ✓                   |

### 3.1.7 Sexual Orientation

Research has shown that a proportion of LGB people living in rural districts may only be able to access appropriate social activities, support groups or help and advocacy services by public transport. Such facilities can prove inaccessible by such means, especially if they are only available in the evenings and particularly for those with limited mobility, the elderly, the poor or the young (The Intercom Trust 2007).

Personal safety and security, together with vulnerability to hate crimes are well documented concerns of individual from lesbian, gay, bisexual and transgender groups. Research cited in the Transport for London – Sexual Orientation Equality Scheme (2008-2011)<sup>25</sup> which showed that lesbian, gay, bisexual people have broadly the same transport needs (safety, reliability, respect, customer service and information), expectations, usage and opinions as the whole population. Personal safety is especially important to this group and is affected by a range of factors:

- Staff roles and attitudes (helpfulness/rudeness);
- Overcrowding;
- A lack of lighting or poor visibility at bus stops, stations and car parks;
- Uncertain and unreliable services, especially at night;
- A lack of accurate, up-to-date service information, especially in isolated locations; and
- Physical environments that feel unsafe, e.g. isolated bus stops.

Fears of intimidation and/or abuse have been raised by LGB people as barriers to increased public transport use; the extent to which these fears affect travel behaviour depend on people's

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<sup>25</sup> Gill Wales Feb 2006 - Perceptions of public transport in London among E&I groups. Summary of existing research about Lesbian, Gay, Bisexual and Transgender People.

personalities, previous experiences and the degree to which they perceive themselves as being visibly LGB<sup>26</sup>.

| Higher Level Intervention                          | Assessment Overview  | Differential Impact |
|--|--|---------------------|
| Improving strategic connections                    | Improving strategic connections would bring benefits to all sectors of the population who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to all people making use of public transport along these routes in terms of reduced journey times and increased journey time reliability.                              | N/A                 |
| Improving accessibility to employment and services | The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements.<br><br>Accessibility to social activities, support and advocacy services for example may be improved as part of this intervention.  | ✓                   |
| Encouraging walking and cycling                    | Improvements to walking and cycling infrastructure within the region and encouraging active travel modes of transport are beneficial for all sectors of the population.  | N/A                 |
| Integrated public transport networks               | Schemes to encourage the further integration of public transport networks are beneficial for all sectors of the population. LGB people may be more vulnerable to issues of safety and security on public transport, which a number of the schemes included may acknowledge and go towards addressing.  | ✓                   |
| Improving safety and security                      | Improving safety and security would bring benefits to people from all sectors of the population who have access to a car. Actions proposed as part of this Higher Level Intervention include for example junction safety enhancements and street lighting renewal which may form part of public transport routes within Mid Wales. There would therefore also be benefit to all users of public transport along these routes in terms of improved journey safety and security. | N/A                 |

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<sup>26</sup> Transport for London (August 2014) Understanding the Travel Needs of London's Diverse Communities – A Summary of Existing Research

### 3.1.8 Gender Reassignment

The Trans Research Review conducted for the Equality and Human Rights Commission in 2009 identified that 'it is only in the last decade that transgender people have been accorded rights and given protection in law from discrimination'. Whilst there is very little publicly collected data available on transgender people, there is evidence of discrimination towards this group, taking the form of bullying and discriminatory treatment in schools, and harassment rejection and even assault from families, work colleagues and friends. Whittle *et al* (2007)<sup>27</sup> found that a majority of trans gender people surveyed had faced harassment in public spaces. Clearly, personal safety and security, together with vulnerability to hate crimes, are important issues for this group of the population.

| Higher Level Intervention                          | Assessment Overview   | Differential Impact |
|--|---|---------------------|
| Improving strategic connections                    | Improving strategic connections would bring benefits to all sectors of the population who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to all people making use of public transport along these routes in terms of reduced journey times and increased journey time reliability. | N/A                 |
| Improving accessibility to employment and services | The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements.<br><br>Accessibility to social activities, support and advocacy services for example may be improved as part of this intervention.                             | ✓                   |
| Encouraging walking and cycling                    | Improvements to walking and cycling infrastructure within the region and encouraging active travel modes of transport are beneficial for all sectors of the population.   | N/A                 |
| Integrated public transport networks               | Schemes to encourage the further integration of public transport networks are beneficial for all sectors of the population. Trans people may be more vulnerable to issues of safety and security on public transport, which a number of the schemes included may acknowledge and go towards addressing.   | ✓                   |
| Improving safety and security                      | Improving safety and security would bring benefits to people from all sectors of the population who have access to a car. Actions proposed as part of this Higher Level Intervention include for example junction safety enhancements and street lighting renewal which may form part of public transport routes within Mid Wales. There would therefore also be benefit to all   | N/A                 |

<sup>27</sup> Whittle et al (2007) Engendered Penalties: Transgender and Transsexual People's Experiences of Inequality and Discrimination. The Equalities Review

| Higher Level Intervention | Assessment Overview  | Differential Impact |
|---------------------------|--|---------------------|
|                           | users of public transport along these routes in terms of improved journey safety and security. |                     |

### 3.1.9 Marriage and Civil Partnerships

There is little published research available on the transport needs and travel behaviour specifically as they apply to people who are married or in civil partnerships. Broad conclusions can be drawn with regard to car ownership levels amongst this equalities group – car ownership can be related to the number of people within a household and generally, car owning households tend to be those with more than one person within them. It could be surmised therefore that people who are married or in a civil partnership may be more likely to have access to a private vehicle.

| Higher Level Intervention                          | Assessment Overview  | Differential Impact |
|--|--|---------------------|
| Improving strategic connections                    | Improving strategic connections would bring benefits to all sectors of the population who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to all people making use of public transport along these routes in terms of reduced journey times and increased journey time reliability.                              | N/A                 |
| Improving accessibility to employment and services | The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements.   | N/A                 |
| Encouraging walking and cycling                    | Improvements to walking and cycling infrastructure within the region and encouraging active travel modes of transport are beneficial for all sectors of the population.  | N/A                 |
| Integrated public transport networks               | Schemes to encourage the further integration of public transport networks are beneficial for all sectors of the population.  | N/A                 |
| Improving safety and security                      | Improving safety and security would bring benefits to people from all sectors of the population who have access to a car. Actions proposed as part of this Higher Level Intervention include for example junction safety enhancements and street lighting renewal which may form part of public transport routes within Mid Wales. There would therefore also be benefit to all users of public transport along these routes in terms of improved journey safety and security. | N/A                 |

### 3.1.10 Pregnancy and Maternity

Women who are pregnant and people who are travelling with children have particular accessibility needs. For example pregnant women may be more reliant on healthcare services such as GPs and hospitals; people with babies and very young children may require facilities suitable for prams and push-chairs together with suitable waiting, seating, toilet and baby changing facilities to accompany public transport interchanges, railway stations and so on. With regard to public transport, research undertaken by parenting website gurgle.com (owned by Mothercare) found that 84% of pregnant women questioned in a survey had been forced to stand; mothers-to-be questioned in a survey by baby charity Tommy's said they were rarely offered a seat on public transport<sup>28</sup>.

| Higher Level Intervention                          | Assessment Overview  | Differential Impact |
|--|--|---------------------|
| Improving strategic connections                    | Improving strategic connections would bring benefits to all sectors of the population who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to all people making use of public transport along these routes in terms of reduced journey times and increased journey time reliability.  | N/A                 |
| Improving accessibility to employment and services | The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements.<br><br>Accessibility to healthcare facilities for example may be improved as part of this intervention.   | ✓                   |
| Encouraging walking and cycling                    | Encouraging active travel modes of transport are beneficial for all sectors of the population. Improvements to walking and cycling infrastructure (for example improvements to the conditions of footways) could have a benefit for people with prams and pushchairs in particular.  | ✓                   |
| Integrated public transport networks               | Women who are pregnant and people who are travelling with young children may experience physical, emotional and information barriers to accessing public transport. Schemes identified as part of this Higher Level Intervention for example ensuring the appropriate provision of facilities, the promotion of ease of interchange between all transport modes, the provision of priority seating and ensuring that up-to-date information is widely available all help to overcome these barriers. | ✓                   |
| Improving safety and security                      | Improving safety and security would bring benefits to people from all sectors of the population who have access to a car. Actions proposed as part of this Higher Level Intervention   | N/A                 |

<sup>28</sup> [http://www.telegraph.co.uk/health/womens\\_health/7809871/Why-pregnant-women-cant-get-a-seat-on-the-bus.html](http://www.telegraph.co.uk/health/womens_health/7809871/Why-pregnant-women-cant-get-a-seat-on-the-bus.html)

| Higher Level Intervention | Assessment Overview   | Differential Impact |
|---------------------------|---|---------------------|
|                           | include for example junction safety enhancements and street lighting renewal which may form part of public transport routes within Mid Wales. There would therefore also be benefit to all users of public transport along these routes in terms of improved journey safety and security. |                     |

### 3.1.11 Welsh Language

The Welsh Government's Welsh Language Strategy 2012-17 aims to see an increase in the number of people who speak and use the language. Statistics provided in Section 2 of this EqIA show that the proportion of residents in Mid Wales with no skills in Welsh is significantly lower than observed nationally (48.4% compared to 73.3%). 35% of residents of Mid Wales can speak, read or write Welsh compared to a figure of 14.6% for Wales as a whole. However the Welsh Language Strategy identifies a concern for the future sustainability of the Welsh language in its traditional Welsh-speaking heartlands, with a decline shown in the number of communities where over 70% of the population was able to speak Welsh. A survey commissioned by the Welsh Language Board in 2008 identified that over nine out of ten Welsh speakers take the view that Welsh language service provision is important to keep the language alive.

| Higher Level Intervention                          | Assessment Overview   | Differential Impact |
|--|---|---------------------|
| Improving strategic connections                    | Improving strategic connections would bring benefits to all sectors of the population who have access to a car. Actions proposed as part of the Higher Level Intervention include a number of schemes that form part of public transport routes within Mid Wales. There would therefore also be benefit to all people making use of public transport along these routes in terms of reduced journey times and increased journey time reliability. | N/A                 |
| Improving accessibility to employment and services | The LTP identifies schemes to provide improved access to employment sites and town centres and to sustain access to education, health, community, shopping and other services. Schemes include car share sites, bus services, active travel measures as well as road improvements.  | N/A                 |
| Encouraging walking and cycling                    | Encouraging active travel modes of transport are beneficial for all sectors of the population.  | N/A                 |
| Integrated public transport networks               | Schemes identified as part of this Higher Level Intervention include the provision of bilingual service information.  | ✓                   |
| Improving safety and security                      | Improving safety and security would bring benefits to people from all sectors of the population who have access to a car. Actions proposed as part of this Higher Level Intervention include for example junction safety enhancements and street lighting renewal which may form part of public transport routes within Mid Wales. There would therefore also be benefit to all   | N/A                 |

| <b>Higher Level Intervention</b> | <b>Assessment Overview</b>   | <b>Differential Impact</b> |
|----------------------------------|--|----------------------------|
|                                  | users of public transport along these routes in terms of improved journey safety and security. |                            |



## 4 Action Plan

Following on from the assessment undertaken in the preceding section, a series of actions have been identified that could complement the LTP and which would actively promote equality of opportunity. These, together with the likely beneficiaries, are summarised in Table 4-1 below.

**Table 4-1 Action Plan**

| Higher Level Intervention                          | Possible Actions  | Likely Beneficiaries   |
|--|---|--|
| Improving strategic connections                    | <ul style="list-style-type: none"> <li>• Consideration of non-motorised users at new junctions</li> <li>• Ensure use of clear and appropriate signage</li> </ul>  | <p>Older people</p> <p>Younger people</p> <p>Disabled people</p> <p>People with children</p>   |
| Improving accessibility to employment and services | <ul style="list-style-type: none"> <li>• Appropriate provision of passenger waiting facilities as applicable</li> <li>• Consideration of access to public transport stops and interchanges</li> <li>• Development of door to door community transport services</li> <li>• Promotion and awareness of public transport services</li> <li>• Consideration of non-motorised users at new junctions</li> <li>• Ensure use of clear and appropriate signage</li> </ul> | <p>Older people</p> <p>Younger people</p> <p>Disabled people</p> <p>People with children</p> <p>Ethnic minorities</p> <p>LGBT people</p> |
| Encouraging walking and cycling                    | <ul style="list-style-type: none"> <li>• Promotion and awareness of schemes and new routes</li> <li>• Ensure use of clear and appropriate signage</li> <li>• Consult with disability groups regarding specific needs and routes</li> </ul>  | <p>Older people</p> <p>Younger people</p> <p>Disabled people</p> <p>People with children</p>   |
| Integrated public transport networks               | <ul style="list-style-type: none"> <li>• Appropriate provision of passenger waiting facilities as applicable</li> <li>• Consideration of access to public transport stops and interchanges</li> <li>• Promotion and awareness of public transport services</li> </ul>   | <p>Older people</p> <p>Younger people</p> <p>Disabled people</p> <p>People with children</p> <p>Ethnic minorities</p>                    |

| Higher Level Intervention     | Possible Actions   | Likely Beneficiaries   |
|-------------------------------|--|--|
|                               |  | LGBT people  |
| Improving safety and security | <ul style="list-style-type: none"> <li>• Consideration of non-motorised users at new junctions</li> <li>• Ensure use of clear and appropriate signage</li> </ul> | <p>Older people</p> <p>Younger people</p> <p>Disabled people</p> <p>People with children</p> |