



## **Feedback Document**

### **Local Sustainable Transport Fund Application**

### **Tyne and Wear Integrated Transport Authority**

### **Main Bid Development**

**April – July 2011**

### **Preliminary Disability Equality and Health Impact Assessments**

#### **Purpose of Report:**

To provide a review of current thinking on elements for the ITA's Main Project Bid to the LSTF and the potential to ensure disabled people are afforded equality of opportunities as others through the provision of universal services. This report considers the current project elements aimed at providing economic and carbon footprint benefits, to identify potential benefits and other options for equality and social inclusion, through improved transport and mobility that will inherently benefit health and employment opportunities of disabled and older people.

✉ Unit K38, The Avenues, 11<sup>th</sup> Ave. North, Team Valley, Gateshead NE11 0NJ  
Tel: (0191) 433 0058 Fax: (0191) 487 7298

## Local Sustainable Transport Fund Application April – July 2011 Tyne and Wear Integrated Transport Authority

### Main Project Bid: Travel to School (18 April 2011): Disability Equality and Health Impact (Pre-Application) Assessment by GAP

#### Background to GAP DEHIA Assessment

The Department of Health and Department for Transport have recently published guidance in response to the requirement for Local Transport Plans (LTPs) to be assessed through Strategic Environmental Assessment (SEA) (European Directive 2001/42/EC) as an integral part of developing, appraising and later, delivering LTPs.

“Addressing human health is a key requirement of the SEA directive, and health impacts are also covered in the statutory duty to assess for the Impact on Equality, which will need to be carried out for all LTPs.”

(Transport and Health Resource: Delivering Healthy Local Transport Plans: DoH and DfT, 2011.)

The following extracts are provided for reference, which in our opinion will also have relevance inherently to the proposed local and regional strategies including Tyne and Wear LTP3, NewcastleGateshead “One Core Strategy” generally and in particular for the proposed Tyne and Wear ITA Local Sustainable Transport Fund Projects: As a public body the ITA as well as the Tyne and Wear local authorities have public duties towards accessibility and inclusion of disabled people under the current equality legislation represented by the DDA 2005 and subsequently with enactment of the Equality Act 2010; and as such all projects should aim to provide inclusive “universal services”.

- “personal barriers to active travel vary within community groups and between commuter types. Addressing and removing such barriers requires an appreciation as to local circumstance, demography, age structure, community and commuter needs and perceived risks (this can be achieved through community profiling and engagement);
- barriers for older people and those with disabilities often include perceptions of safety and risk of injury on the way to public transport or while waiting for modal interchange. There is therefore a requirement to engage with such groups in order to ascertain such barriers and the best way in addressing them; and
- barriers limiting the uptake by vulnerable community groups may include concern of personal safety and crime. Defining such issues during consultation will aid in developing bespoke initiatives, aid in addressing health inequalities and support the delivery of LTPs.”

Ref: Tyne+Wear ITA LSTF	File No:	Date:	Page
Main Bid: Preliminary DEHIA	GAP-PrelimDEHIA-LSTF-SH270511	27-05-2011	2/7

- “8.7 Private vehicle use presents a number of environmental health risks that are typically disproportionately dispersed within socio-economically deprived communities and vulnerable community groups. Such risks are in part being addressed through improvements in vehicle technology and safety features, and more strategically through LTPs. LTPs can also be applied to encourage more active and healthier lifestyles, with significant health protection and promotion benefits. However, it is important to note that transport options geared towards a modal shift away from private vehicle use, may have a particular impact upon vulnerable community groups (i.e. communities in rural and suburban areas, the older people, people with disabilities etc).”
- “8.8 In order to not widen socio-economic and health inequality, additional initiatives may be required to ensure that such community groups do not result in a decrease in access and accessibility or become isolated. The primary means of addressing such issues is through effective consultation with such groups to establish their relative transport needs and current barriers limiting access and accessibility.”

(Transport and Health Resource: Delivering Healthy Local Transport Plans: Suggested Transport Mitigation and Community Support Initiatives: Transport Mode 8.5 - 8.8, p. 68 - 70, Department of Health and Department for Transport, 20 January 2011.)

## **Preliminary Disability Equality and (Disability) Health Impact Assessment by GAP**

GAP have prepared this report as a review of current thinking on possible elements to include in the Main Project Bid for Tyne and Wear, as demonstrated in the “LSTF Notes” from the Stakeholder Worksop 5<sup>th</sup> April 2011, and the Joint Transport Steering Group report, 18<sup>th</sup> May 2011. GAP’s report has been prepared following discussions at the LSTF Stakeholder Event, Friday 20<sup>th</sup> May attended by Steve Hudson and Ian Atkinson for GAP.

GAP comments below in **blue text** aim to provide an initial Disability Equality and Disability Health Impact Assessments (DEHIA) response, which will hopefully be used to further inform and encourage thinking around possible elements and positive interventions in the preparation of the main project bid, to encourage modal shift for economic and carbon footprint benefits that also support universal services; and consequential benefits for equality and social inclusion through improved opportunities for health and employment of disabled and older people.

Ref: Tyne+Wear ITA LSTF	File No:	Date:	Page
Main Bid: Preliminary DEHIA	GAP-PrelimDEHIA-LSTF-SH270511	27-05-2011	3/7

## Extracts from “Local Sustainable Transport Fund Report Of Joint Transport Steering Group”, 18 May 2011 (with GAP comments in blue text)

“3.4 The Key Components bid already submitted is an integral part of the large bid – it addresses the same priorities and enables an early start (September 2011) to be made on activity focussed on travel to school.”

GAP are preparing a separate DEHIA report on the Key Components bid, to highlight what further consideration may be required to address issues of social inclusion and disability equality.

3.7 As the length of the bid is constrained to 20 pages we do not have space to give detail of each measure. We are therefore grouping the proposals under five main headings:

- Information / publicity / promotion
- Access to employment
- Congestion on main corridors
- Cycling
- Health

3.8 For access to employment we are considering:

- Sustainable access to main employment areas - promotion and improvement of sustainable access to main employment areas

Sustainability issues should also include consideration of access to transport options for disabled and older people, following the removal of the “default retirement age”.

- Job Centre travel advisors/back to work support - provision of advice and support on travel choices for people returning to work

It is important that advisors are trained to recognise the potential barriers for travel for disabled and older people and what opportunities and options exist to address their requirements – additional training may be required – see next point.

- Independent travel initiative - working with people with mental or physical disabilities in order to overcome barriers to independent travel

People with sensory disabilities also need to be included.

The Buddy system operated by such as Nexus needs to be extended to include travel training and support to encourage, empower and improve confidence of disabled travellers including those with physical mobility and/or sensory impairments as well as recognising the needs of persons with mental health issues.

- Workwise - working with businesses in support of mobile/remote working initiatives, including working from home

Ref: Tyne+Wear ITA LSTF	File No:	Date:	Page
Main Bid: Preliminary DEHIA	GAP-PrelimDEHIA-LSTF-SH270511	27-05-2011	4/7

Home/remote working can potentially benefit a wide range of older and disabled people. Such initiatives need to be developed to be inclusive.

3.9 For congestion on main corridors we are considering:

- Travel information - provision of information to a variety of media, including real time public transport information

Provision of relevant information on accessible travel options for disabled people is required. Travel information needs to be adequately supported by information on accessibility of stations, bus stops, interchanges, and access to routes and connections for multi-modal travelling.

RTI needs to include provision of audio information.

- Car clubs - extension and expansion of existing car club provision to other parts of Tyne and Wear

Additional consideration required of how this may be offered to disabled people. Examples include: Automatic transmission vehicles with option to fit (and remove) hand controls; wheelchair accessible vehicles (WAVs); possible partnership arrangement with a vehicle hire organisation to improve choice and range of vehicle options, as well as addressing maintenance and repair issues.

- Sustainable access to local centres - promotion of sustainable travel to local centres through audits, infrastructure improvements and publicity

Potential benefits should be sought for disabled people through infrastructure improvements.

- Sustainable access to interchanges - improvements to pedestrian/cycle access to Metro stations and main public transport interchanges

Potential benefits for disabled people should be sought through infrastructure improvements.

Such infrastructure improvements need to consider the needs of disabled people who may need to arrive by taxi, private hire, private vehicle or alternative/demand responsive transport, including such as:

- accessible parking and drop-off accessible for WAVs with side or rear access ramps and lifting platforms;
- associated drop kerbs;
- covered waiting; and
- covered access between drop-off and transport platforms.

Lift access is needed at some Metro stations where long and/or steep ramps and stairs can be a barrier to disabled and older people.

Availability of support to aid boarding and alighting at interchanges / staffed stations, and options to extend support to un-staffed stations.

- Active travel for local communities - a targeted community intervention typically located in deprived areas where ill health and worklessness are

Ref: Tyne+Wear ITA LSTF	File No:	Date:	Page
Main Bid: Preliminary DEHIA	GAP-PrelimDEHIA-LSTF-SH270511	27-05-2011	5/7

key issues. It offers a range of activities such as training volunteers as bike mechanics and walk and ride leaders.

Additional consideration required of how this may be offered to / involve disabled people. Disabled people are themselves generally part of a deprived group / community.

- Smart ticketing - pre loading of smart cards in support of access to employment/travel to school initiatives. Also minor technical developments to Smartcard software/equipment to allow broader range of uses.

Additional consideration required of how this may be offered to disabled and older people, supported by information and/or training.

### 3.10 For cycling we are considering:

- Cycle infrastructure improvements - improvements to cycle route network and cycle parking provision

Additional consideration required of how this may be offered to disabled people with specialist cycles / buggies / mobility scooters.

- Cycle hubs - Active Travel Centres incorporating a range of services/facilities including bike hire, servicing, storage, showers, changing and local route information. Can also act as the centre for outreach services such as cycle maintenance, GP referral schemes and National Standards training

“Mobility Hubs” rather than “Cycle Hubs” would be more holistic and beneficial, including additional facilities and services of Shopmobility, Changing Places toilet facilities as well as standard accessible (Approved Document M) toilets.

Shopmobility schemes should be seen as an integral part of the local transport plan and public transport options, offering mobility aids and access to support services, initially building on the existing schemes operating in the Tyne and Wear area.

- Community based repair and maintenance - community based project providing employment and skills development through repair and maintenance of bicycles.

Additional consideration required of how this may be offered to / involve disabled people.

- Community based route monitoring - use of volunteers to support the maintenance and improvement of cycle routes

Additional consideration required of how this may be offered to / involve disabled people.

### 3.11 For health we are considering:

Ref: Tyne+Wear ITA LSTF	File No:	Date:	Page
Main Bid: Preliminary DEHIA	GAP-PrelimDEHIA-LSTF-SH270511	27-05-2011	6/7

- Tyne and Wear Active Travel Forum - development of local forum and associated initiatives aimed at promoting healthy and active travel. Based on North East Active Travel model.

A separate forum is potentially required to consider the needs of disabled people.

- 3.12 At time of writing it is not possible to assign costs to each measure but we are working towards submitting a bid for support in the range £20M - £25M (excluding partner contributions) although this figure may need to be revised downwards in light of available funding.

An inclusive approach to development of project elements is required, for which additional funding will need to be allowed within any bid.

## Concluding Remarks

Although some of the elements and suggested improvements above may be seen to be outside of the potential of the LSTF, such as due to high proportion of capital investment required, GAP believes it is right to identify such points at this stage to further inform thinking toward achieving “sustainable” transport systems and infrastructure; which for true sustainability will need to provide “universal services” based on inclusive design and accessibility for all.

It is also extremely important that in developing any such bid / projects, it is recognised that to be “inclusive”, additional funding also needs to be included for the relevant costs of:

- Resources – such as for additional information and data collection and dissemination including alternative formats / media;
- Revenue – such as for additional support and training of service delivery staff as well as for disabled and/or older service users; and
- Capital – to provide the infrastructure and facility improvements to support accessibility and use by disabled people.

GAP are happy to support development and / or delivery of inclusive projects and projects aimed at “positive action” to address existing inequalities of support and opportunities to access travel, employment and health services.

However, it is important that public bodies and funding bodies recognise that involvement of stakeholder partners from the disability and voluntary sector cannot be expected unless funding is also provided to resource such involvement.

---

Steve Hudson, Access and Design Consultant, GAP Consultancy,  
Gateshead Access Panel. Telephone: 0191 443 0058  
Direct Line: 0191 416 6560. Email: [steve.hudson@access-gateshead.org.uk](mailto:steve.hudson@access-gateshead.org.uk)

Ref: Tyne+Wear ITA LSTF	File No:	Date:	Page
Main Bid: Preliminary DEHIA	GAP-PrelimDEHIA-LSTF-SH270511	27-05-2011	7/7