

# Gloucestershire Local Transport Plan (LTP) Review- Due Regard Statement

(October 2020)

Please use this statement to evidence how ‘due regard to’ the three aims of the public sector equality duty has been made (section 149 of the Equality Act 2010) during the development of the ‘policy’.<sup>1</sup>

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by the ACT:
- Advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- Foster good relations between people who share a protected characteristic

Name of the ‘policy’:	<b>Gloucestershire Local Transport Plan (LTP) Review</b>
Person(s) responsible for completing this statement	Emma Shibli - Planning Officer / Orlagh Stoner – Principal Transport Planner
Briefly describe the activity being considered including aims and expected outcomes	<p><b>Gloucestershire Local Transport Plan (LTP) Review</b></p> <p>The County Council as the Highway Authority is required to produce and thereafter review a Local Transport Plan (LTP). Gloucestershire’s adopted (2016) LTP requires review to reflect national and regional policy updates and evolving local priorities.</p> <p>This Due Regard Statement provides a full analysis of each defined protected characteristic group and sets out transport related barriers, in terms of accessibility, mobility and safety. The LTP policy review has addressed the climate change agenda, the future of transport, transport user needs, sustainable growth, and the delivery of a safe, efficient and sustainable transport system within the financial limits that exist.</p> <p>Through this review process and the public consultation (January – March 2020), GCC aimed to establish clear priorities based on an understanding of the needs of all transport users, both in terms of how different stakeholders use the LTP and the travel needs of all stakeholders including residents and businesses. This understanding informed the final Gloucestershire Local Transport Plan (2020-2041) which, if approved by cabinet, will be adopted at County Council in March 2021.</p>

<sup>1</sup> For ‘policy’: any new and existing policy, strategy, services, functions, work programme, project, practice and activity. This includes decisions about budgets, procurement, commissioning or de-commissioning services, service design and implementation.

## Service information (if applicable) or Needs analysis (if applicable)

<p><b>Who is responsible for delivering the service?</b></p>	<p>Gloucestershire County Council, as Highway and Strategic Planning Authority, is responsible for production, review and delivery of the Local Transport Plan.</p>
<p><b>Service user data/Needs analysis information</b></p>	
<p><b>Age</b></p> <p><i>Mid 2018 Population Estimates, ONS</i></p>	<p><i>(Children, young people, older or retired people)</i></p> <p><b>Projected Population Change</b></p> <p><i>Assuming current population trends continue, ONS projections suggest that the population in Gloucestershire will increase by 44,300 between 2016-2026, increasing from 623,100-667,400. This increase of 7.1% of the 2016 population is equivalent to an average annual increase of 0.7% per annum.</i></p> <p><i>Between 2026-2041, the population is projected to increase by 7.2% to 715,300 at the end of the emerging LTP plan horizon, in 2041..</i></p> <p><i>Over the full 25 year period of the ONS projections, the Gloucestershire population is projected to increase by 14.8%, with an annual average growth rate of 0.6%. These projections are slightly higher than those for England.</i></p> <p><i>Within the county, Tewkesbury and Gloucester are projected to have the largest percentage increases in population over the next 25 years (21.0% and 17.5% respectively) whilst the Cheltenham is projected to have the smallest increase (9.2%).</i></p> <p><i>Tables of population changes by district and age are set out in the pages to follow.</i></p>

*Table 1: Projected population changes in Gloucestershire by district 2016-2041*

	Table 1: Projected population changes in Gloucestershire by district 2016 to 2041 Number of people		Projected population growth (%)		
	2016	2026	2041	2016-2026	2026-2041
<b>Gloucestershire</b>	<b>623,100</b>	<b>667,400</b>	<b>715,300</b>	<b>7.1</b>	<b>7.2</b>
Cheltenham	117,200	121,600	128,000	3.8	5.3
Cotswold	86,100	91,500	96,500	6.3	5.5
Forest of Dean	85,400	90,900	96,900	6.4	6.6
Gloucester	128,400	139,100	150,900	8.3	8.5
Stroud	117,500	126,200	136,000	7.4	7.8
Tewkesbury	88,500	98,200	107,100	11.0	9.1
<b>England</b>	<b>55,268,100</b>	<b>58,505,600</b>	<b>61,952,100</b>	<b>5.9</b>	<b>5.9</b>

**Projected Changes in Age Structure**

*Tables 2 and 3 show the projected changes in the age structure of the Gloucestershire population. The dominating feature of the projections is the sharp increase in population in the age group 65 or over, which is projected to increase from 129,700 in 2016 to 206,700 in 2041. This increase is sharper than the national trend for England and means that by 2041 the proportion of people in Gloucestershire who are aged 65 or over will have risen from 20.8% of the population to 28.9%.*

*The population of children and young people (those aged 0-19) is projected to rise by only 8.1% over the twenty-five year period. By comparison, the working age population (those aged 20-64) is projected to rise by only 1.0% over the same period. This increase is lower than the national trend for this group and means that by 2041 the working population in Gloucestershire will have fallen from 56.7% of the population to 49.9% of the population.*

*Table 2: Projected population change by age group, 2016 to 2041*

Age	Number of people in Gloucestershire			% increase 2016-2026		% increase 2026-2041	
	2016	2026	2041	GLOS.	ENGLAND	GLOS.	
<b>All Ages</b>	623,100	667,400	715,300	7.1	5.9	7.2	5.9
<b>0-19</b>	140,600	150,900	152,000	7.3	6.0	0.7	-1.6
<b>20-64</b>	353,000	356,200	356,700	0.9	1.7	0.1	1.4
<b>65+</b>	129,700	160,200	206,700	23.5	19.4	29.0	27.1

*Table 3: Age Structure of Gloucestershire population, 2016 to 2041 (%)*

Age	2016		2026		2041	
	GLOS.	ENGLAND	GLOS.	ENGLAND	GLOS.	ENGLAND
<b>0-19</b>	22.6	23.7	22.6	23.7	21.2	22.1
<b>20-64</b>	56.7	58.4	53.4	56.1	49.9	53.7
<b>65+</b>	20.8	17.9	24.0	20.2	28.9	24.2

*Table 4 shows in greater detail the predicted growth in the older people population from 2016-2041. From 2016-2026, growth is predicted to be sharpest in the age group 75-84 (an increase of 46.3%), whilst from 2026 to 2041, growth is predicted to be sharpest in the age group 85 or over (an increase of 77.5%). These changes mean that by 2041, the proportion of people in the county who are aged 65 or over will have risen from 20.8% to 28.9% and the proportion of people aged 85 or over will have risen from 2.9% to 5.5%.*

*Table 4: Projected older people population change, 2016 to 2041*

Age	Number of people in Gloucestershire			% increase 2016 to 2026		% increase 2026 to 2041	
	2016	2026	2041	GLOS.	England	GLOS.	England
<b>65-74</b>	71,100	78,300	89,900	10.1	7.7	14.8	15.6
<b>75-84</b>	40,800	59,700	77,400	46.3	37.4	29.6	27.3
<b>85+</b>	17,800	22,200	39,400	24.7	24.1	77.5	67.5

	<ul style="list-style-type: none"> <li>• In all three age groups, the projected percentage increases in overall population are greatest in Tewkesbury and Gloucester.</li> <li>• Amongst the 0-19 age group, the projected percentage increase is greatest for Tewkesbury (15.2%) and smallest for Cheltenham (2.6%).</li> <li>• In the districts Cotswold, Forest of Dean and Cheltenham, the working age group (those aged 20-64) is predicted to shrink by 5.3%, 3.2% and 2.7% respectively. By comparison, this age group is predicted to grow in Stroud, Tewkesbury and Gloucester by 2.6%, 5.7% and 6.6% respectively.</li> <li>• Considerable growth in the older people age group (those aged 65+) is predicted in all districts. The increase is sharpest in Gloucester (69.7%) and lowest in Cheltenham (53.4%).</li> </ul> <p>Gloucestershire has a lower proportion of 0-19 year olds and 20-64 year olds and a higher proportion of people aged 65+ when compared to the average for England. There is also considerable variation at district level. At 24.8% Gloucester has the highest proportion of children and young people and exceeds the county and national figures. Gloucester and Cheltenham have the highest proportion of people aged 20-64 (58.2% and 58.5% respectively) exceeding the county and national figures. Cotswold, the Forest of Dean, Stroud and Tewkesbury all have a higher proportion of people aged 65+ when compared to the county and national figures. At 25.6% Cotswold has the largest proportion of people aged 65 and over.</p>
<p><b>Disability</b></p> <p>2011 Census  Long-term health problem or disability, local authorities in England and Wales  (QS303EW)</p> <p>Pansi, <a href="http://www.pansi.org.uk">http://www.pansi.org.uk</a>  Learning disability projections 2019</p>	<p>According to the 2011 Census 16.7% of Gloucestershire residents reported having a long term limiting health problem; this was below the national figure of 17.6%. The Forest of Dean had the highest proportion of residents reporting a long term limiting health problem at 19.6% of the total population, and was the only district that exceeded the figure for England of 17.9%). Cheltenham had the lowest proportion of residents reporting a long term limiting health problem (15.1%). As age increases the proportion of respondents reporting a limiting long term health problem increases. In Gloucestershire 18.3% of people aged 50-64 reported a limiting long term health problem, this increased to 49.0% of</p>

Public Health England, Learning Disability Profile  
<https://fingertips.phe.org.uk/profile/general-practice/data#page/4/gid/2000004/pat/46/par/E39000043/ati/152/are/E38000062/iid/200/age/1/sex/4>

Public Health England, National General Practice Profiles,  
<https://fingertips.phe.org.uk/profile/general-practice/data#page/0/gid/2000004/pat/46/par/E39000043/ati/152/are/E38000062>

Poppi, <http://www.poppi.org.uk/>  
 Dementia projections 2019

respondents for the 65+ age group. A similar picture is observed at district, regional and national level.

**Gloucestershire Disability Population (by day-to-day activities)**

Day-to-day activities	Number	% of population
day-to-day activities are not limited	497,238	83.3
day-to-day activities are limited	99,746	16.7
(day-to-day activities are limited a little)	(56,454)	(9.5)
(day-to-day activities are limited a lot)	(43,292)	(7.3)

**Sex**

Mid 2018 Population Estimates, ONS

Public Health England, Public Health Outcomes Framework  
<http://www.phoutcomes.info/public-health-outcomes-framework#page/0/gid/1000049/pat/6/par/E12000009/ati/102/are/E10000013>

[2011 Census](#)

The overall gender split in Gloucestershire is slightly skewed towards females, with males making up 49.1% of the population and females accounting for 50.9%. This situation is also reflected at district, regional and national level. This difference is related to the fact that women on average live longer than men; in Gloucestershire life expectancy at birth for females is 83.7 years and for males is 80.2 years (2015-17). Thus, as age increases females outnumber males by an increasing margin. In Gloucestershire 52.9% of people aged 65-84 are female; the proportion increases to 64.0% amongst people aged 85 and over. These gender differences in the older age groups are also observed at district, regional and national level and have resulted in 71% of single pensioner households being headed by a woman, according to the Census 2011.

**Gloucestershire Gender Population**

Gender	Number	% of population
Female	322,721	50.9
Male	310,837	49.1

## Race (including Gypsy & Irish Traveller)

*2011 Census - Ethnic group, local authorities in England and Wales (KS201EW)*

According to the 2011 Census 95.4% of Gloucestershire's population is White and 4.57% is from a Black or Ethnic Minorities group; this latter figure is considerably lower than the 14.6% reported for England as a whole. English/Welsh/Scottish/Northern Irish/British make up the majority of Gloucestershire's white population. Although this is a national trend, this group accounts for a higher proportion of the total white population than elsewhere; there is a lower proportion of people who are from an 'other white' background when compared to the national figure (3.1% in Gloucestershire compared with 4.6% in England). Asian/Asian British account for the largest proportion of Black or Ethnic Minorities in Gloucestershire, following the national trend. However the group accounts for a lower proportion of the total than it does nationally (2.08% in Gloucestershire compared with 7.8% in England).

### Gloucestershire Population by Ethnic Origin

Ethnic Origin	Number	% of population
White: English/Welsh/Scottish/Northern Irish/British	546,599	91.6
White: Irish	3,759	0.6
White: Gypsy or Irish traveller	731	0.1
White: White other	18,558	3.1
Mixed/Multiple Ethnic Group	8,661	1.45
Asian/Asian British	12,433	2.08
Black/African/Caribbean/Black British	5,150	0.86
Other Ethnic Group	1,093	0.18

At district level:

- Gloucester has the highest proportion of people from a Black or Ethnic Minority (10.9% of the total population compared with 4.57% for the county). However, this is still considerably lower than the national figure of 14.6%.
- Cheltenham also had a higher proportion of people from Black and Ethnic Minorities (5.7%) than the county-wide figure.

	<ul style="list-style-type: none"> <li>• Forest of Dean has the lowest proportion of people from a Black or Ethnic Minority, at 1.5% of the total population.</li> <li>• The proportion of people that are classified as ‘other White’ is higher in Cheltenham than Gloucestershire and England as a whole (5.0% compared with 3.1% for Gloucestershire and 4.6% for England).</li> <li>• The proportion of people that are classified as Caribbean and White and Black Caribbean is higher in Gloucester than the county and England.</li> </ul>
<p><b>Gender reassignment</b></p> <p><i>Gender Identity Research and Education Society (2011) The Number of Gender Variant People in the UK – Update 2011.</i>  <a href="http://www.gires.org.uk/wp-content/uploads/2014/10/Prevalence2011.pdf">http://www.gires.org.uk/wp-content/uploads/2014/10/Prevalence2011.pdf</a></p> <p><i>ONS (2017) Mid-Year Population Estimates</i></p>	<p>There is no definitive data or official estimates on the number of people with gender reassignment or trans people. A recent Home Office funded study, the Gender Identity Research and Education Society (GIREs), estimates applied to Gloucestershire’s 16+ population, we can estimate that there are between 3, – 5,000 plus adults in the county experiencing some degree of gender variance.<sup>2</sup></p>
<p><b>Marriage &amp; civil partnership</b></p> <p><i>2011 Census - Marital and civil partnership status, local authorities in England and Wales (KS103EW)</i></p>	<p>Gloucestershire has a lower proportion of people who are single or separated when compared to the national figure, whilst the proportion of people who are married, divorced or widowed exceeds the national figure. There is considerable variation at district level:</p> <p>At 38.8% Cheltenham has the highest proportion of single people and exceeds the county and national figure. In contrast 25.7% of people in Cotswold are single, which is below the county and national level. Cotswold has the highest proportion of residents who are married at 54.9%, which is higher than the county and national average. The lowest proportion was recorded in Cheltenham. The proportion of same-sex civil partnerships is fairly consistent across all districts. Gloucester has the highest proportion of people who are separated and divorced. Cotswold has the highest proportion of people who are widowed or a surviving partner of a same-sex civil partnership while Gloucester and Cheltenham have the lowest. This reflects the age structure of these districts.</p>

<sup>2</sup> Gloucestershire County Council Equality Profile 2019 Final.pdf



<p><b>Pregnancy &amp; maternity</b></p> <p><i>Live Births, ONS</i></p>	<p>There were 6,449 live births in Gloucestershire in 2018. The highest proportion of deliveries was to women aged 30 to 34 continuing the trend of later motherhood. Births to mothers under the age of 25 make up a lower proportion of total births compared with the national figure (15.2% in Gloucestershire compared with 16.5% in England).</p> <p>At district level:</p> <ul style="list-style-type: none"> <li>• Gloucester and the Forest of Dean have the highest proportion of births amongst mothers aged 20 or under and exceed the county and national figure.</li> <li>• Cheltenham, Cotswold and Stroud have a higher proportion of births to mothers aged 35+ and exceed the county and national figure.</li> </ul>
<p><b>Religion or Belief</b></p> <p><i>2011 Census - Religion, local authorities in England and Wales (KS209EW)</i></p>	<p>According to the 2011 Census, 63.5% of residents in Gloucestershire were Christian, making it the most practised religion. This was followed by no religion which accounts for 26.7% of the total population. Gloucestershire has a higher proportion of people who are Christian, have no religion or have not stated a religion than the national figures. At a district level, Cotswolds had the highest proportion of people who follow Christianity, Cheltenham the highest proportion of Buddhists, Hindu and people with no religion. Gloucester had 3.2% of the total population of Muslims, highest proportionally.</p>
<p><b>Sexual Orientation</b></p> <p><i>Department of Trade and Industry (2003), Final Regulatory Impact Assessment: Civil Partnership Act 2004</i>  <a href="http://webarchive.nationalarchives.gov.uk/20070603164510/http://www.dti.gov.uk/files/file23829.pdf">http://webarchive.nationalarchives.gov.uk/20070603164510/http://www.dti.gov.uk/files/file23829.pdf</a></p> <p><i>ONS (2016), Sexual Identity, UK:2016</i>  <a href="https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualidentityuk/2016">https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualidentityuk/2016</a></p>	<p>There are no definitive data on sexual orientation at a local or national level. A number of studies have attempted to provide estimates for the proportion of people who may identify as lesbian, gay or bisexual, generating a range of different results. However, a recent estimate from the ONS Annual Population Survey (2017) suggests that lesbian, gay and bisexuals represent 2.0% of people aged 16 and over in England. If this figure is applied to Gloucestershire it would mean there were around 10,400 people in the county who identify as lesbian, gay or bisexual.</p>

## Additional Information

The Local Transport Plan (LTP) is the transport strategy for the county, it is informed by local and national policy, studies and planning guidance, it does not sit alone and should be seen in the strategic context set out LTP introduction.

### Other information

As part of the LTP Review the process for refreshing the Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) is through a new assessment process called the Integrated Sustainability Assessment (**ISA**). This process is a more rigorous one, under the banner of an **ISA**, which will fulfil the legal requirements for:

<b>Strategic Environment Assessment (SEA)</b>	<i>ISA fulfils these requirements</i>
<b>Habitats Regulations Assessment (HRA)</b>	<i>ISA fulfils these requirements</i>
<b>Equalities Impact Assessment (EqIA)</b>	<i>Additional</i>
<b>Health Impact Assessment (HIA)</b>	<i>Additional</i>
<b>Community Safety Assessment (CSA)</b>	<i>Additional</i>

The Integrated Sustainability Assessment (ISA) will identify the key issues from the previous SEA and incorporate these into ISA. The process that is being followed utilises Sustainability Appraisal (SA) as the umbrella process within which the ISA will be undertaken. Although the requirements to carry out SA and SEA are distinct, the Department for Communities and Local Government (DCLG) propose that both can be satisfied through a single appraisal process. DCLG has produced guidance to ensure SAs meet the requirements of the SEA Directive whilst widening the Directive's approach to include economic and social issues as well as environmental ones.

The Integrated Sustainability Assessment (ISA) Reporting is an iterative process that better supports a more sustainable LTP, which indirectly supports the protected characteristic groups in terms of equality, safety, environment and sustainability. Through this process the four overarching LTP Objectives were strengthened against the ISA objectives.

### LTP Objectives

- Protect and enhance the natural and built environment
- Support sustainable economic growth
- Enable safe and affordable community connectivity
- Improve community health and wellbeing and promote equality of opportunity

### ISA Objectives

<b>ISA Objectives</b>	<b>No.</b>
Improve Air Quality	1
Reduce carbon dioxide (CO <sub>2</sub> ) emissions from transport	2
Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality	3
Protect, enhance and promote geodiversity	4
Protect and enhance the character and quality of landscapes and townscapes and visual amenity	5
Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.	6
Protect and enhance the water environment	7
Conserve soil and agricultural resources and seek to remediate / avoid land contamination	8
Reduce risk of flooding and increase resilience of the transport network to the effects of a changing climate	9
Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	10
Reduce the need to travel, particularly by car or move goods by road, and promote sustainable modes of transport and patterns of movement	11
Promote economic growth and job creation, and improve access to jobs for all	12
Coordinate land use and transport planning across Gloucestershire	13
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	14
Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	15
Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	16

## Workforce data

<b>Total number of GCC staff affected</b>	<p>All GCC staff members are users of the transport network, either as pedestrians, cyclists, public transport users or vehicle users. Their use of the transport network impacts on both the journey to and from work, but also travel during working day if relevant. As transport users, staff are considered under the general protected groups above.</p> <p>However, GCC staff members are affected by council policies on and provision of car parking, public transport links, cycle to work and ULEV salary sacrifice schemes.</p>
Age	
Disability	
Sex	
Race (including Gypsy & Traveller)	
Gender reassignment	
Marriage & civil partnership	
Pregnancy & maternity	
Religion or Belief	
Sexual Orientation	

## Consultation and engagement

<p>LTP Review – Early Engagement</p> <p>&amp;</p> <p>Public Consultation</p>	<p>This Review has included extensive consultation via a range of methods in order to reach out to a wide range of stakeholders and ensure a geographical spread, through; face to face meetings, public share events, presentations, and online presence. Feedback has been high overall, reaching 23,000 stakeholders, generating almost 1400 themed responses <i>from 471 respondents</i>.</p> <p>The demographic breakdown of responses is reported in the LTP Consultation Report. It is worth noting that the percentage of respondents that reported having a disability is slightly lower than the 16.7% of all Gloucestershire residents. GCC has been in contact with the Physical Disability &amp; Sensory Impairment Partnership Board at the early engagement stage to ensure that disabled groups views were represented.</p> <p>During the LTP Review at the early stages and through the LTP public consultation GCC engaged with a number of protected characteristic interest groups and representative boards and organisations set out table below.</p> <p>There is a gap in representative responses from the BAME community and from stakeholders in the Gloucester area. We intend to learn lessons from this and in future reviews look to targeting community events throughout the City.</p> <p><b>Protected Characteristic Interest Groups &amp; Representative Boards and Organisations</b></p> <table border="1" data-bbox="439 887 2038 1235"> <tr> <td>Royal National Institute for the Blind</td> <td>PRISM – LGBT network</td> </tr> <tr> <td>Gloucestershire Deaf Association</td> <td>BAME Network</td> </tr> <tr> <td>Age UK Gloucestershire</td> <td>National Star College</td> </tr> <tr> <td>Gloucestershire Federation of Women’s Institutes</td> <td>NHS Foundation Trust</td> </tr> <tr> <td>Physical Disability &amp; Sensory Impairment Partnership Board</td> <td>GARAS</td> </tr> <tr> <td>Public Health (Lead Commissioner – Prevention, Health &amp; Wellbeing)</td> <td></td> </tr> <tr> <td>Cycle Advisory Liaison Group</td> <td>Gloucestershire Bike Project</td> </tr> <tr> <td>Campaign for Better Transport</td> <td>Mencap</td> </tr> <tr> <td>GCC Officer with responsibility for Gypsy &amp; Traveller Community</td> <td>Active Gloucestershire</td> </tr> </table>	Royal National Institute for the Blind	PRISM – LGBT network	Gloucestershire Deaf Association	BAME Network	Age UK Gloucestershire	National Star College	Gloucestershire Federation of Women’s Institutes	NHS Foundation Trust	Physical Disability & Sensory Impairment Partnership Board	GARAS	Public Health (Lead Commissioner – Prevention, Health & Wellbeing)		Cycle Advisory Liaison Group	Gloucestershire Bike Project	Campaign for Better Transport	Mencap	GCC Officer with responsibility for Gypsy & Traveller Community	Active Gloucestershire
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Service users	<p>It is considered that the LTP Review undertook consultation with internal and external stakeholders over and above that required by the DfT. This includes:</p> <ul style="list-style-type: none"> <li>• County Councillors</li> <li>• District Councillors</li> <li>• Parish Councils</li> <li>• Businesses</li> <li>• Stakeholder organisations, including protected groups where relevant organisations exist</li> <li>• Stakeholder groups and the voluntary sector</li> <li>• The general public</li> </ul>
Workforce	<p>Where applicable a full range of internal and external stakeholders have been consulted in developing the strategic and policy approach to LTP Review and will be consulted at public consultation of the Draft LTP. This includes:</p> <ul style="list-style-type: none"> <li>• GCC Archaeology &amp; Heritage</li> <li>• GCC Ecology</li> <li>• GCC Flood Risk Management</li> <li>• GCC Development Management (Highways and Planning)</li> <li>• GCC Integrated Transport Unit</li> <li>• GCC Local Highway Managers</li> <li>• GCC Thinktravel Team</li> <li>• GCC Public Rights of Way</li> <li>• GCC Road Safety</li> <li>• GCC Strategic Infrastructure</li> <li>• GCC Communities Infrastructure</li> <li>• GCC Adult Social Care</li> <li>• GCC networking groups (PRISM, Black Workers Network, Young Employees Network)</li> </ul>

Partners	<p>Where applicable a full range of key stakeholders have been consulted in developing the strategic and policy approach to LTP Review and will be consulted at public consultation of the Draft LTP. This includes:</p> <ul style="list-style-type: none"> <li>• Public Health</li> <li>• Local Nature Partnership</li> <li>• GFirst LEP</li> <li>• Transport operators</li> <li>• District and Parish Councils</li> <li>• Consultants</li> <li>• Transport User Groups</li> </ul>
External providers of services	<p>Where applicable a full range of external service providers were consulted in developing the strategic and policy approach to LTP Review, both in the early stages of the review, Stage 1, and later in the public consultation, Stage 2.</p> <p>This includes:</p> <ul style="list-style-type: none"> <li>• Environmental bodies, transport bodies, Transport Operators, interest groups, minority groups, businesses and the general public.</li> </ul> <p>The list of protective characteristic organisations and representative organisations consulted during the LTP Review in the early engagement and during the public consultation are listed in the table on page 32. Some groups provided feedback only during early engagement.</p> <p>The <a href="#">LTP Consultation Report</a> sets out the stakeholders at public consultation that responded and submitted feedback to the emerging LTP during the Stage 2, public consultation.</p>

## Equality analysis: Summary of what the evidence shows and how has it been used

We set this equality analysis into two parts; Section A covers the considerations for the Local Transport Plan related to 'due regard' for protected characteristic groups, and Section B considers the socio economic constraints that can affect all protected groups and how the LTP Review updates to policy has addressed these barriers to transport.

### Section A – Equality Analysis – Considerations for the Local Transport Plan

In this section we review the considerations for the Local Transport Plan by protected characteristic group in terms of:

- Eliminating discrimination
- Advancing equality of opportunity
- Promoting good relations

Protected group	Challenge or opportunity considered and what we did
<b>Age</b>	<p>Gloucestershire's population projections from 2016 to 2041 demonstrate that the proportion of people in the county who are aged 65 or over will have risen from 20.8% to 28.9%.<sup>3</sup> Population Demographics Forecast (2012-2031) reveals an aging demographic profile which indicates an increased demand for particular services and transport provision<sup>4</sup>.</p> <p>Those without the use of a car have more difficulty accessing some destinations such as retail developments, health and education facilities and opportunities for recreation - this includes a higher proportion of younger and older people. The 2011 Census indicated that 17% of Gloucestershire households are without the use of a car. Certain groups, such as older people, are more likely to fall within this category.</p> <p>It should be noted that the greatest increase in population overall will be in the Joint Core Strategy delivery area – comprising Gloucester, Cheltenham and Tewkesbury where the need for access to services by users who are aged and more likely to need health services and not have access to a car.</p>

<sup>3</sup> [https://inform.gloucestershire.gov.uk/media/2082298/overview\\_-\\_population\\_projections\\_for\\_gloucestershire\\_2016-41-2.pdf](https://inform.gloucestershire.gov.uk/media/2082298/overview_-_population_projections_for_gloucestershire_2016-41-2.pdf)

<sup>4</sup> [Census 2011](#)



	<p>The other significant age group is children and young people. A particular social group for which access to training and education is vital are young people who are not in education, employment or training (NEETs)<sup>5</sup>. In 2016, 7.4% of Gloucestershire's 16-17 year old population were classed as NEETs or whose activity is not known (current method 2016). This group is particularly vulnerable to transport related barriers to education and training given relatively low levels of car ownership.</p> <p>However, projections become increasingly uncertain the further they are carried forward</p> <p>GCC continues to have positive working relationship with Age UK.</p>
<p><b>Disability</b></p>	<p>Lack of suitable pedestrian facilities (e.g. tactile paving, crossing points, etc.) can restrict accessibility and movement for people with mobility impairments. In terms of cycling, and the emerging micro-modes, these can have a big impact both on the capacity for some people to travel and carry goods independently, and, conversely, in terms of providing for the different needs of people on foot/ cycle/ scooter etc. and potential conflict.</p> <p>Many disabled people also rely on the use of the car and a lack of accessible car parking space can be limiting. Over 40,000 households in Gloucestershire are without a car or van to enable them to access essential services. These tend to be households where one or more members have a disability. Transport is a key determinant of levels of social inclusion of people in society. This is why issues such as the management of bus service provision effectively is essential to keep communities joined up to local essential services.</p> <p>Similarly with internet access - moving council services online, the onset of Universal Credit and the move towards making all applications for any type of benefit online only, has increased isolation for some of these households.</p> <p>In addition to that, accessing transport, whatever the mode, can be affected or hampered through disability. Learning disability is one of the most common forms of disability in the UK. There are approximately 11,913 people aged 18+ living with a learning disability in Gloucestershire in 2020. Of this</p>

<sup>5</sup> [Children and Young People and Families Needs Assessment 2018-2.pdf](#)

group, an estimated 2,437 people are predicted to have moderate or severe learning disabilities, equating to 0.5% of the adult population. In 2017/18 Gloucestershire GPs recorded that 0.6% of their registered patients (of all ages) were known to have a learning disability.

Evidence shows that people with learning disabilities have poorer health than the general population, much of which is avoidable, and that the impact of these health inequalities is serious; people with learning disabilities are three times as likely as people in the general population to have a death classified as potentially avoidable through the provision of good quality healthcare. Men with learning disabilities die on average 13-20 years younger than men in the general population and women with learning disabilities die on average 20-26 years younger than women in the general population. These inequalities result to an extent from the barriers which people with learning disabilities face in accessing health care.

Some people with physical or learning disabilities may have limited awareness of the travel options available to them not knowing how to access travel/journey information or be able to read and understand it.

Vision and hearing impairments affect people from all sections of society and across all age groups. In 2018 approximately 1.6% of the 16+ population in Gloucestershire reported blindness or partial sight. During the same period 7.0% of the population aged 16+ reported deafness or hearing loss. As people get older they become increasingly likely to suffer from hearing and vision impairments; given the ageing population this means the number of people affected by these conditions is likely to increase in the future. Dementia is one of the major causes of disability in older people. Estimates suggest that in 2020 there are predicted to be around 9,911 people aged 65+ living with dementia in Gloucestershire. Incidents of dementia increase with age, people aged 65-69 account for 6.1% of dementia sufferers over 65 in Gloucestershire; this increases to 21.8% for the age group, 85-89. Given the ageing population the number of dementia sufferers will increase in the future.

Inclusive design and layout of streets and cycleways for all users is an important aspect of transport network. Inclusivity is at the heart of the Local Cycling and Walking Infrastructure Plan, being developed alongside the LTP.

GCC continues to have positive working relationship with representative disability groups and organisations such as Royal National Institute of the Blind and local representatives through the Physical Disability & Sensory Impairment Partnership Board, to hear their representative views.

The sex ratios of transport users are broadly understood. It is known that there are gender differences. Women have less access to private cars than men and are the main users of public transport. In 2017 across England, 3:1 more women than men travelled by bus and 1:3 by rail.<sup>6</sup> Overall, women make 15% more walking trips than men<sup>7</sup>, so women are more likely to benefit, as modes users, from investment in Active Travel (e.g. pedestrian facilities).

Significantly, in terms of killed and seriously injured (KSI) data as shown in the table below, males are more affected than females. (2015-2019 Gloucestershire).

**Gloucestershire Killed and Seriously Injured (2015-2019)**

	Fatal	Serious	Slight	Total
<b>Car Driver</b>	<b>48</b>	<b>413</b>	<b>1817</b>	<b>2278</b>
Male	33	251	933	1217
Female	15	162	884	1061
<b>Car Passenger</b>	<b>15</b>	<b>166</b>	<b>798</b>	<b>979</b>
Male	6	66	333	405
Female	9	100	465	574
<b>Motorcycle</b>	<b>21</b>	<b>284</b>	<b>311</b>	<b>616</b>
Male	21	258	271	550
Female		26	40	66
<b>Other</b>	<b>5</b>	<b>63</b>	<b>228</b>	<b>296</b>
Male	5	47	193	245
Female		16	35	51
<b>Pedal Cycle</b>	<b>10</b>	<b>184</b>	<b>483</b>	<b>677</b>
Male	8	147	387	542
Female	2	37	96	135

Sex

<sup>6</sup> [Women's Budget Group – Public Transport and Gender](#)

<sup>7</sup> DfT 2007 Cycling and Walking Personal Travel Fact Sheet

	Fatal	Serious	Slight	Total
<b>Pedestrian</b>	<b>22</b>	<b>219</b>	<b>438</b>	<b>679</b>
Male	13	125	246	384
Female	9	94	192	295
<b>All Modes</b>	<b>121</b>	<b>1329</b>	<b>4075</b>	<b>5525</b>
Male	86	894	2363	3343
Female	35	435	1712	2182

LTP policy PD4.4 Road Safety aims to contribute to improved safety, security and health by reducing the risk of death, injury or illness arising from transport, working with partners to improve personal safety perceptions and the promotion of transport that contributes to good health & wellbeing. GCC will support communities to deliver local speed campaigns through local policing teams.

The LTP Consultation reached the gender demographic in line with the county population, the survey responses were received were 47.63% of males and 43.79% of females, a further 8.28% preferred not to state.

**Race (including Gypsy & Traveller)**

Black and Minority Ethnic (BAME) groups seem to have a higher representation in Gloucester and Cheltenham. There is a higher percentage of BAME in the more deprived wards, such as Barton Tredworth, which may be more affected by the impacts of transport (traffic) on their daily lives, such as air quality. Therefore, traffic management and tools to reduce the traffic impacts in Air Quality Management Areas (AQMAs) may positively assist ethnic and BAME groups.

In Gloucestershire, race-related hate crime was the most reported strand of hate crime in the county during 2017/18, amounting to 65% (326 cases) of all reported hate crime in the county. The number of recorded offences has increased each year across all five monitored hate crime strands; recorded figures for 2017/18 are now at their highest level since 2013/14. From this it may be assumed that personal safety in public spaces and on public transport could be an issue for people of race. LTP policy focuses on personal safety perceptions when using the transport network in policy PD2.3 Active Travel: awareness, safety and confidence. LTP transport policy and strategies are developed with due regard to all protected groups.

	<p>GCC has a BAME Network which we can reach for feedback. We recognise that the LTP Consultation survey feedback was under represented by Gloucester in particular, which holds the greatest proportion of Black and Minority Ethnic population (10.7%). We held an equal number of consultation events in all districts, focusing on central, accessible, locations to enable access for all citizens. However, having learned from our experience in Gloucester, we have reviewed our events strategy to include more public share events in targeted communities in future.</p> <p>Overall 0.3% of all stakeholders who submitted online feedback identified as BAME, compared to 4.6% of all Gloucestershire residents (according to the 2011 census). However, people identifying as White British or Other White were also under represented with 88.17% of all LTP online respondents and 95.4% of the Gloucestershire population. This is likely due to the high number of people who preferred not to state their ethnicity (10.95%).</p>
<b>Gender reassignment</b>	<p>Evidence shows that when transgender people reveal their gender variance, they are exposed to a risk of discrimination, bullying and hate crime.<sup>8</sup>From this it may be assumed that personal safety in public spaces and on public transport could be an issue for transgender people. The specific policies and strategies developed for other protected groups are applicable to people with gender reassignment.</p> <p>GCC has a LGBT staff community who provided feedback to transport policy.</p>
<b>Marriage &amp; civil partnership</b>	<p>LTP transport policy and strategies are developed with due regard to all protected groups.</p>
<b>Pregnancy &amp; Maternity</b>	<p>LTP transport policy and strategies are developed with due regard to all protected groups.</p> <p>Accessible environments can be assessed in terms of their 'friendliness' towards pregnant and nursing mothers and parents/guardians with young children. This may indicate a need for seating in streets for resting and nursing, traffic safety, facilities for transporting baby buggies on buses and cycle access arrangements which permit child trailers and tricycles.</p> <p>LTP policy commits to the principles of cycle infrastructure design (LTN1/20), whereby provision of new</p>

<sup>8</sup> [Gender Identity Research and Education Society \(2009\) Gender Variance in the UK](#)

	<p>infrastructure should be accessible for all, and helping to deliver public spaces that are well designed and attractive, so that people want to spend time using them. Gloucestershire is developing Local Cycle and Walking Infrastructure Plans (LCWIP). The first LCWIP has been developed for the Central Severn Vale area, which includes Cheltenham and Gloucester. This has considered main trip attractors and desire lines, used the Walking Route Audit Tool (WRAT) to assess the current condition and suitability of the routes. In parallel, an Equalities Assessment Tool (EQAT) assessed routes in terms of their impacts on different groups. The results from these assessments, has provided evidence for our investment priorities. The LCWIP will work towards walking network maps, over time these will become available at <a href="http://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/local-cycling-and-walking-infrastructure-plans/">http://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/local-cycling-and-walking-infrastructure-plans/</a></p>
<b>Religion and/or Belief</b>	<p>In Gloucestershire, reported religion-related hate crime increased over eight fold in the county during from 2013/14 to 2017/18 (4 to 34).<sup>9</sup> From this it may be assumed that personal safety in public spaces and on public transport could be an issue for people of all religions.</p> <p>LTP Consultation online survey stakeholders made up 52.37% who did not wish to state their religious belief and 30.77% who specified their religion as Christian. LTP transport policy and strategies are developed with due regard to all protected groups.</p>
<b>Sexual Orientation</b>	<p>LTP transport policy and strategies are developed with due regard to all protected groups.</p> <p>GCC has a LGBT staff community which provided feedback to transport policy.</p>

<sup>9</sup> <https://www.gloucestershire.gov.uk/media/2097197/equality-profile-2020-final.pdf>

## **Section B – Equality Analysis – Socio Economic Constraints / LTP Review Policy Updates**

Gloucestershire's Local Transport Plan (LTP) sets out the transport strategy for the county, it is a living document that is reviewed periodically. The LTP Review updates transport policy and takes into consideration; the socio economic constraints that can affect all protected characteristic groups. We have taken due regard of transport's role in alleviating these constraints and set out below how LTP policy updates have addressed the barriers to accessing transport for all protected groups.

Socio-Economic Problem or Constraint	Transport's Role in Alleviating Problem	Implications of not Alleviating Problem	LTP Review - Policy Updates that address the barriers to accessing transport
<ul style="list-style-type: none"> <li>Increasing proportion of elderly and very elderly population especially in Gloucester, but across all districts. Three groups that can be particularly affected by loneliness and social isolation are carers, people with long-term health problems or disabilities and older people. The results of the 2015 Adult Social Care Service Users Survey showed 1 in 5 respondents felt they did not have enough social contact and the 2014/15 Carers Survey found 73% of carers felt they did not have enough social contact. In addition, social isolation was the most common reason for referrals to the county social prescribing pilot service in 2015/14.</li> <li>Access to internet and smart technologies. Transport provision is increasingly dependent on access to information using the internet. ACORN9 10 indexes have been used to identify areas where people are more likely to never use the internet, as the assumption is that people who never use the internet may need support in accessing it as more and more services go online.</li> </ul>	<ul style="list-style-type: none"> <li>Influencing development to ensure it provides connectivity to services and health care. Ensuring cycleways and footpaths are easy to use for all abilities, and provide inclusive access. Increasing provision and viability of bus services so that people use them before they need to forgo their car.</li> <li>Improvements in online platforms such as <a href="#">GlosTalk</a> make travel by bus more accessible, but there remains a portion of the UK population that do not own a smartphone to access mobile journey planning platforms, although this gap is narrowing.<sup>10</sup></li> <li>Public transport travel information should be made available by all media, not just internet based in order not to exclude those with poor or no mobile/Wifi access.</li> <li>Walking and cycling routes should be clearly sign posted.</li> </ul>	<ul style="list-style-type: none"> <li>Wellbeing and social isolation with high price to provide health and social care.</li> <li>Bus service information will increasingly be available on-line, as will SMART phone applications to access future demand responsive transport options, which currently may affect rural areas where broadband and mobile service can be patchy.</li> </ul>	<ul style="list-style-type: none"> <li>LTP updated policy <b>PD0.4 Integration with Land Use Planning &amp; New Development</b> is a step change in sustainable land use planning, ensuring that all new development is located in places with high levels of sustainable transport accessibility and services, and reduces car dependency.</li> <li>LTP updated policy <b>PD0.5 – Community Health and Wellbeing</b> to address barriers to the use of safe and affordable multi-modal travel options including active travel modes (walking, cycling &amp; public transport) that can create social isolation by working with partners to identify opportunities for transport and health outcomes and resources to be aligned to attain cross-sector health benefits and cost savings.</li> <li>LTP policy cross-references <a href="#">Fastershire</a>, the county's delivery programme to improve broadband access countywide for individuals and businesses. LTP policy supports digital connectivity and agile working to reduce travel demand.</li> <li>Real Time Passenger Information display boards are a priority for improving up to date bus times at key public transport locations such as market towns bus stops (<b>PD1.7</b>) and at transport interchange hubs (such as rail stations). GCC introduced <a href="#">GlosTalk</a> providing audible bus arrival and departure times to inform when to alight from your bus as well as receiving travel updates.</li> </ul>

<sup>10</sup> <https://www.statista.com/statistics/271851/smartphone-owners-in-the-united-kingdom-uk-by-age/>



Socio-Economic Problem or Constraint	Transport's Role in Alleviating Problem	Implications of not Alleviating Problem	LTP Review - Policy Updates that address the barriers to accessing transport
<ul style="list-style-type: none"> <li>• High level of reliance on the car as a means of transport, particularly in the more rural districts of the Forest of Dean, Stroud and Tewkesbury. Whilst travel to work movements are largely internalised within districts (a positive), within Tewkesbury self containment is low, resulting in further distances to travel to work.</li> <li>• Some businesses in the county are reporting a skills gap and a shortage of skilled labour. Access to post 16 education via non car modes is particularly problematic in rural parts of the county.</li> <li>• Most people across the county can access their nearest major centre within 30 minutes by non car modes, but public transport modal share is low, suggesting there are other barriers to using public transport.</li> <li>• Factors such as affordability, destination and travel time choice, service frequency, ticket flexibility and public transport service information are regarded as common barriers to public transport use in Gloucestershire.</li> </ul>	<ul style="list-style-type: none"> <li>• Geographical barriers are one of several causes of deprivation, particularly for more vulnerable groups (the young, elderly, the disabled etc.) or those without access to private transport. It is important that alternative options are available, such as public transport, access to active travel, to help overcome geographical barriers.</li> <li>• On routes with high commuter flows the encouragement of modal shift to more sustainable modes can alleviate congestion and improve environmental quality, air quality and health.</li> <li>• Difficulties accessing appropriate transport can prevent people from participating in academic and vocational learning or restrict their choice of quality, subject matter or type of learning provider they use. Difficulties include provision of transport, affordability and inconvenience of interchanges.</li> <li>• Public transport and opportunities for active transport should be well integrated into sustainable communities to encourage modal shift from the car and bring about more active, healthy lifestyles.</li> </ul>	<ul style="list-style-type: none"> <li>• Whilst on its own transport cannot create economic potential, it can facilitate economic growth. Poor transport choice can prevent people from taking up employment and restrict their choice of jobs, undermining economic growth and lowering an individual's ability to better themselves.</li> <li>• Reliance on private transport causes congestion, and impacts on efficient public transport.</li> </ul>	<ul style="list-style-type: none"> <li>• The implementation of Transport Interchange Hubs is a corner stone of GCC's ambitions to promote sustainable modes of transport. LTP updated policy <b>PD1.6 Transport Interchange Hubs</b> to provide the connectivity with inter-urban and rural communities, link demand responsive services such as community transport with public transport and active travel opportunities for improved connectivity to a wider transport user group. Interchange hubs also provide an opportunity to encourage increased levels of physical activity amongst transport users by providing cycle hub facilities.</li> <li>• LTP policy recognises the need for integrated ticketing and integration between modes. Contactless payments on buses will greatly facilitate this and Gloucestershire will strive for 100%. GCC is supportive of cheaper online advance bus ticketing and bus operator bus ticket offers for young people. GCC officers will continue to work collaboratively with transport operators to achieve a step change in the quality and relevance of the public transport offer. Currently, the rail regulatory system does not lend itself to ticketing integration, but there are examples of Plus Bus when booking rail tickets, however this is not yet available to book in reverse. GCC will support future national rail fare and ticketing reform.</li> </ul>

Socio-Economic Problem or Constraint	Transport's Role in Alleviating Problem	Implications of not Alleviating Problem	LTP Review - Policy Updates address the barriers to accessing transport
<ul style="list-style-type: none"> <li>7% of Super Output Areas in the County fall within the worst 20% nationally for overall deprivation. The most extreme areas of employment deprivation are Cheltenham, Gloucester and Tewkesbury.</li> <li>Provision of early morning and late evening travel from rural areas to key services and employment opportunities has been flagged as a concern.</li> <li>2011 Census indicated that 17% of Gloucestershire households are without the use of a car.</li> <li>Due to distance from bus routes or lack of accessible vehicles, mobility impaired people who live in more isolated communities can find it more difficult to use public or community transport services.</li> <li>16.7% of Gloucestershire residents have longer-term limited health problems that affect day to day activities.</li> </ul>	<ul style="list-style-type: none"> <li>We should be mindful of this for pedestrian infrastructure, as some less mobile individuals could find it harder trapped at home unable to access nearby services due to lack of suitable or poor pedestrian access. Lack of suitable pedestrian facilities (e.g. tactile paving, crossing points, etc.) can restrict accessibility and movement for people with mobility impairments.</li> <li>The revised LTP should look to widening the community transport offer through the 'Total Transport' project and greater liaison with a new taxi licencing task force.</li> <li>In promoting increased levels of active travel (walking and cycling) there will be close attention to the barriers that are specific to women. Levels of female cycling are a strong indicator of the quality of a cycle network for all users.</li> <li>Highway design can influence travel behaviour, for example poor quality street lighting and lack of travel information at bus stops can increase feelings of vulnerability for some user groups. Similarly, poor design of street lighting or bus shelters may result in a reduced sense of personal security.</li> </ul>	<ul style="list-style-type: none"> <li>Skills gap and shortage of talented labour can undermine economic growth in the county. Without adequate skills or training people may become unemployed, increasing state welfare payments and increased levels of isolation.</li> <li>Barriers accessing active travel due to design of the transport network, will have negative impacts on socio-economic groups..</li> </ul>	<ul style="list-style-type: none"> <li>LTP update policy <b>PD1.1 Gloucestershire's Bus Network</b> has been strengthened to reflect a policy ambition to develop and maintain a comprehensive bus network across both urban and rural areas in line with our new bus standards, which sets out the tiered approach to bus subsidy. Policy has been updated to support Gloucestershire's most vulnerable and physically isolated residents and communities by providing the means for them to access the services they need, including leveraging 'Total Transport' and wider flexible and demand-responsive service approaches to ensure that the maximum value is achieved relative to know expressed requirements.</li> <li>LTP policy updated for <b>PD2.1 Gloucestershire's Cycle Network</b> sets out an ambition for GCC to deliver a high quality, coherent, direct, safe, comfortable and attractive cycle network by improving cycle routes and reinforcing quiet highway connectivity.</li> <li>The LTP discussed provision for cycling in 3 categories, ambition (cycle desire lines), <a href="#">Local Cycling and Walking Infrastructure Plan</a> or LCWIP (local) and LTP Schemes Priorities (strategic). LCWIP set out the strategic approach to identifying long-term cycling and walking improvements, and make the case for future investment. LCWIP will provide the detail on access to main strategic routes.</li> </ul>

Socio-Economic Problem or Constraint	Transport's Role in Alleviating Problem	Implications of not Alleviating Problem	LTP Review - Policy Updates address the barriers to accessing transport
<ul style="list-style-type: none"> <li>• Women often make a range of complex local journeys which means they require access to convenient, affordable public transport and safe, accessible walking and cycling routes. They are more likely to combine trips for work, shopping and childcare. Therefore consideration of this in public transport provision is vital.</li> <li>• Poor air quality can have adverse consequences across many areas but is most closely linked to negative impacts on human health and biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li>• Encouraging measures to reduce road transport emissions which include; promotion of sustain modes of transport through <a href="#">Thinktravel</a>, improvements to create a more sustainable transport network and policies to reduce transport carbon emissions and protect the environment.</li> <li>• Young people and individuals with mobility needs want to be provided with opportunities to be independently mobile. Reliable, safe and cheap public transport has a vital role to place. Walking and cycling are important ways for individuals to gain independence and remain active and healthy.</li> </ul>	<ul style="list-style-type: none"> <li>• Many disabled people have to rely on the use of the car and a lack of accessible car parking space can be limiting.</li> <li>• Traffic reduction and the management of traffic will impact on the air quality and requires on-going attention.</li> </ul>	<ul style="list-style-type: none"> <li>• LTP policy under, <b>PD2.1 Gloucestershire's Cycle Network</b> and <b>PD6.1 Gloucestershire's Pedestrian Network</b>, has been further strengthened to set the requirements for developers to make an assessment of the needs of all pedestrian/mobility user/cyclist in line with the government Road User Hierarchy within and associated with new development, to substantially improve the county's highway network and meet improved design standards and audits, for example Manual for Gloucestershire Streets, LCWIP, Department for Transport cycle guidance LTN1/20 and best practice, as well as addressing the needs of those with mobility impairments.</li> <li>• LTP updated <b>PD0.5 – Community Health and Wellbeing</b> policy proposal sets out GCC's aim to identify and exploit opportunities to align active travel objectives with wider stakeholders' priorities, e.g., Gloucestershire Healthy Living and Learning, healthy lifestyles service priorities, and Active Gloucestershire's <a href="#">'we can move'</a> social movement and workplace health &amp; wellbeing and productivity.</li> <li>• This policy (<b>PD0.5</b>) recognises the benefits to health &amp; wellbeing from other policies that protect and enhance; biodiversity net gain, blue and green infrastructure, landscapes, townscapes and the historic environment from the adverse effects of transport.</li> </ul>

Conserve and enhance Gloucestershire’s unique natural and built environment			LTP Review - Policy Updates address the barriers to accessing transport
<ul style="list-style-type: none"> <li>High levels of car ownership, particularly in rural areas.</li> </ul>	<ul style="list-style-type: none"> <li>Provision of public transport and encouragement of active modes of transport can reduce the demand for car travel.</li> </ul>	<ul style="list-style-type: none"> <li>Transport’s contribution to carbon dioxide emissions in the more rural areas of the County is relatively high. Doing nothing to encourage modal shifts and provide effective alternatives risks not achieving emissions reduction targets and wider environmental impacts.</li> </ul>	<ul style="list-style-type: none"> <li>LTP Review has introduced new overarching policy <b>PD0.1 Reducing Transport Carbon Emissions and Adapting to Climate Change</b> and <b>PD0.2 Local Environmental Protection</b> that further strengthen policy co-benefits of developing and maintaining a comprehensive bus network supported by interchange hubs across rural and urban areas, to improve connectivity within and across the county boundary. <b>PD1.6 Transport Interchange Hubs</b> to provide the connectivity with inter-urban and rural communities, link demand responsive services such as community transport with public transport and active travel opportunities for improved connectivity to a wider transport user group.</li> <li>LTP policy update recognises the positive contribution towards a step change in sustainable land use planning to enable a priority towards sustainable travel choices and reduce travel demand, while supporting digital connectivity to improve agile working.</li> <li>LTP policy updates aims to tackle air quality issues in the county; by promoting agile working and reducing the need to travel and by enabling active travel, ultra-low emission vehicles and the supporting infrastructure.</li> </ul>

Ensure that communities are given equal opportunity to benefit from economic prosperity			LTP Review - Policy Updates address the barriers to accessing transport
<ul style="list-style-type: none"> <li>Poor access to some key services in certain communities, particularly in the Cotswolds and Forest of Dean.</li> <li>Those living in rural areas without access to a car face particular difficulties in finding work due to generally poor public transport provision.</li> </ul>	<ul style="list-style-type: none"> <li>Transport, along with land use planning, directly impacts access to goods, services and employment. Sparse public transport provision creates geographical barriers and so steps should be taken to improve public transport provision for affected communities.</li> </ul>	<ul style="list-style-type: none"> <li>Greater social inequality as certain communities cannot access the key services, goods and employment that others can.</li> <li>If people cannot access work opportunities then growth potential will be constrained.</li> </ul>	<ul style="list-style-type: none"> <li>LTP updated policy <b>PD0.4 Integration with Land Use Planning &amp; New Development</b> is a step change in sustainable land use planning, ensuring that all new development is located in places with high levels of sustainable transport accessibility and services, and reduces car dependency.</li> <li>LTP policy <b>PD1.6 Transport Interchange Hubs</b> moves towards a multi-modal interchange model in order to provide the connectivity with inter-urban and rural communities, link demand responsive services such as community transport with public transport and active travel opportunities for improved connectivity to a wider transport user group.</li> </ul>
Create healthy, safe and engaged communities			LTP Review - Policy Updates address the barriers to accessing transport
<p>According to public health statistics summarized in local authority health profiles the following rates are significantly worse than England average, a significant role of transport in terms of physical and mental health impacts.<sup>11</sup></p> <ul style="list-style-type: none"> <li>In Cotswold/Tewkesbury - the rate of killed and seriously injured (KSI) on roads.</li> <li>In Gloucester - life expectancy at birth (both male and female), the rate of under 75 mortality (all causes), the rate of early deaths from cardiovascular diseases.</li> </ul>	<ul style="list-style-type: none"> <li>Well designed transport infrastructure can aid in improving safety for all transport modes and thereby reduce the number of injuries occurring in Gloucestershire.</li> </ul>	<ul style="list-style-type: none"> <li>Dangerous roads damage social wellbeing.</li> <li>Poor health places greater strain on local healthcare providers.</li> </ul>	<ul style="list-style-type: none"> <li>LTP policy <b>PD4.4 Road Safety</b> aims to contribute to improved safety, security and health by reducing the risk of death, injury or illness arising from transport, working with partners to improve personal safety perceptions and the promotion of transport that contributes to good health &amp; wellbeing. GCC will support communities to deliver local speed campaigns through local policing teams.</li> </ul>

<sup>11</sup> <https://fingertips.phe.org.uk/profile/health-profiles/data#page/0/aid/1938132696/pat/6/par/E12000009/ati/101/are/E07000083>

<ul style="list-style-type: none"> <li>• In Cheltenham, Stroud, and Cotswold - diabetes diagnoses (aged 17+)</li> <li>• In Cotswold - dementia diagnoses (aged 65+).</li> </ul> <p>For residents of Gloucestershire, although life expectancy at 65 years of age is better than the England average for both males and females, it is not improving in line with the national trends for life expectancy, especially for females. For men in Gloucestershire, their healthy life expectancy, the age to which an individual can expect to live with good health, has been declining since 2010.<sup>12</sup> There is a clear life expectancy gap between those living in the most and least deprived parts of Gloucestershire (an 8.1 year gap for men and a 5.3 year gap for women). This widens in some parts of the county, e.g. in Gloucester where there is an 11.9 year gap for men and a 10.5 year gap for women. The health and wellbeing of children in Gloucestershire is generally better than the England average.</p> <p>The causes of death driving the difference in life expectancy between Gloucestershire's least and most deprived areas include Coronary Heart Disease (CHD), Chronic Obstructive Pulmonary Disease (COPD), Stroke, Cancers and Dementia.<sup>13</sup></p>	<ul style="list-style-type: none"> <li>• Promoting active travel can offer benefits for health (including obesity) as well as wider socio-economic benefits. However, there needs to be investment in footways/ bus shelters etc. for people to feel their mode of choice or resort is prioritised.</li> </ul>	<ul style="list-style-type: none"> <li>• Poor health can limit travel horizons, leading to exclusion from key services and life choices.</li> </ul>	<ul style="list-style-type: none"> <li>• LTP policy has been strengthened in <b>PD0.5 Community Health &amp; Wellbeing</b> to include, investigating community based vehicle restriction zones that will benefit communities and protect vulnerable highway users from a safety and health perspective, and introduce speed limits in accordance with the current national guidelines and prioritise them based on available evidence, including 20mph zones.</li> <li>• LTP updated <b>PD0.5 – Community Health and Wellbeing</b> policy proposal sets out GCC's aim to identify and exploit opportunities to align active travel objectives with wider stakeholders' priorities, e.g., Gloucestershire Healthy Living and Learning, healthy lifestyles service priorities, and Active Gloucestershire's '<a href="#">we can move</a>' social movement and workplace health &amp; wellbeing and productivity.</li> <li>• LTP updated policy <b>PD0.5 – Community Health and Wellbeing</b> to address barriers to the use of safe and affordable multi-modal travel options including active travel modes (walking, cycling &amp; public transport) that can create social isolation by working with partners to identify opportunities for transport and health outcomes and resources to be aligned to attain cross-sector health benefits and cost savings.</li> </ul>
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<sup>12</sup> [https://www.gloucestershire.gov.uk/media/1521542/ugjsna\\_2017-14.pdf](https://www.gloucestershire.gov.uk/media/1521542/ugjsna_2017-14.pdf)

<sup>13</sup> [https://www.gloucestershire.gov.uk/media/1521542/ugjsna\\_2017-14.pdf](https://www.gloucestershire.gov.uk/media/1521542/ugjsna_2017-14.pdf)

## Strengthening actions: Planning for further improvements

Please outline here what actions are required for further improvements to address challenges or opportunities, for example:

- Arrangements for continued/new engagement with stakeholders, staff, service users
- Plans to close data gaps across any of the protected characteristics through reviewed contract management arrangements
- Identify other plans already underway to address the challenges or opportunities identified in this statement
- Share findings with partner organisations.

If none, state 'none' below.

### Action Plan

Actions	Who is accountable	Time frame
To review the content of the consultation data base	Orlagh Stoner	June 2018 – January 2020 LTP Review implementation
To consult over and above DfT requirements using a range of methods and media	Orlagh Stoner	June 2018 – March 2019
To ensure the LTP is fully inclusive of protected groups	Orlagh Stoner	June 2018-2020 LTP Review
To ensure the consultation material of the LTP is a) effectively targeted at protected groups and b) promotes positive images of protected groups.	Orlagh Stoner	June 2018-2020 LTP Review
<b>Above Actions completed by September 2020</b>		
To amend LTP strategy, policy and text in the light of consultation responses from those representing protected groups	Orlagh Stoner	June 2018 – October 2020 – LTP Review ready for adoption
To ensure LTP strategy and policy cascades into associated	Orlagh Stoner	on-going

policy areas e.g. Highways Development Control and audit and design guidance		
To continue to consult widely and to monitor policy impacts on protected groups through LTP and associated documents	Orlagh Stoner	Iterative. LTP Implementation Report measures progress against LTP targets. Transport impacts and LTP delivery will be monitored prior to its next review when social, economic and environmental impacts and needs will inform any necessary revisions.
To commit to considering how the LTP evidence base and the LTP indicators can more fully consider issues associated with identified protected groups within resources available.	Orlagh Stoner	Iterative and commensurate with resource availability
<b>Above Actions current and Iterative</b>		

## Monitoring and Review

The Local Transport Plan (LTP) is subject to statutory review during its lifetime to ensure it remains fit for purpose throughout the plan period.

As part of this a set of indicators are agreed and monitored to measure the impact of transport policy and initiatives against LTP objectives. These will be revised in the light of government priorities, resource availability, the revisions to LTP and issues that emerge in relation to protected groups and vulnerable transport users, and as identified in this Due Regard Statement.

During this process, further issues affecting protected groups may be identified and a due response will be formulated.




## Sign off and Scrutiny

By signing this statement off as complete you are confirming that 'you' have examined sufficient information across all the protected groups and used that information to show due regard to the three aims of the general duty. This has informed the development of the activity

<b>Senior level sign off:</b> 	<b>Date:</b> 14.12.20
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I am in agreement that sufficient information and analysis has been used to inform the development of this 'activity' and that any proposed improvement actions are appropriate and I confirm that I as the decision maker have been able to show due regard to the needs set out in section 149 of the Equality Act 2010.

<b>Name of relevant Portfolio Holder/Cabinet Member:</b> Cllr. Nigel Moor	
<b>Signed by Portfolio Holder/Cabinet Member:</b> 	<b>Date:</b> 14.12.20

## Publication

If this statement accompanies cabinet paper it will be published as part of the cabinet report publication process. Statements accompanying cabinet reports are also published on our website. If this statement is not to be submitted with a cabinet paper please maintain a copy for your own records that can be retrieved for internal review and also in case of future challenge.