

**Appendix E**

**Equalities and Human Rights Impact  
Assessment**

***MARKET HARBOROUGH  
TRANSPORT STUDY  
Draft Transport Strategy***

**Department of Environment and Transport**

***December 2017***

## **Equality & Human Rights Impact Assessment (EHRIA)**

*\*\*Please note: The term 'policy' will be used throughout this assessment as shorthand for policy, practice, procedure, function or service.*

<b>Key Details</b>	
<b>Name of policy being assessed:</b>	MARKET HARBOROUGH TRANSPORT STUDY- DRAFT TRANSPORT STRATEGY
<b>Department and section:</b>	Environment and Transport - Highways
<b>Name of lead officer/ job title and others completing this assessment:</b>	Mark Palfreyman Network Management Specialist, Strategy & Policy Department of Environment and Transport
<b>Contact telephone numbers:</b>	0116 305 0001
<b>Name of officer/s responsible for implementing this policy:</b>	n/a.
<b>Date EHRIA assessment started:</b>	1 <sup>st</sup> August 2016
<b>Date EHRIA assessment completed:</b>	15 <sup>th</sup> Nov 2017

## Section 1: Defining the policy

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You should begin this assessment by defining and outlining the scope of this policy. You should consider the impact or likely impact of the policy in relation to all areas of equality, diversity and human rights, as outlined in Leicestershire County Council's Equality Strategy.

1	<p>What is new or changed in this policy? <i>What has changed and why?</i></p> <p>This EHRIA relates to the emerging recommendations arising from a transport study jointly funded by the County Council and Harborough District Council. The study considers the current and future condition and performance of the transport network in Market Harborough, taking into account planned and known future growth. The study will ensure that the County Council continues to deliver an efficient transport network and develop well planned infrastructure to support economic and population growth ambitions in the town..</p>
2	<p>Does this relate to any other policy within your department, the Council or with other partner organisations?</p> <p>Reference should be made to the previous Equalities Impact Assessments prepared for delivery of LTP2 Schemes below £500,000 (March 2009) and greater than £500,000 (March 2009).</p> <p>The policies which this Project relates to are those set out in the Local Transport Plan 3, which has an EIA in <a href="http://www.leics.gov.uk/equality_impact_assessment.pdf">http://www.leics.gov.uk/equality_impact_assessment.pdf</a> (March 2011).</p> <p>It also uses the design services of Engineering Design and their EIA can be found at <a href="http://www.leics.gov.uk/engineering_design_group_eia.doc">http://www.leics.gov.uk/engineering_design_group_eia.doc</a></p> <p>Current national guidance document for cycling is the Department for Transport's Local Transport Note 2/08 Cycle Infrastructure Design.</p>
3	<p>Who are the people/ groups (target groups) affected and what is the intended change or outcome for them?</p> <p><b>No specific group is adversely affected or is targeted for change.</b></p> <p>The recommended transport schemes to emerge from the study provide improvements that will assist the local economy and build sustainable, safe and healthy communities through reducing congestion on our roads and encouraging walking, cycling and the use of public transport.</p>
4	<p>Will this policy meet the Equality Act 2010 requirements to have due regard to the need to meet any of the following aspects?</p>

	Yes	No	How?
Eliminate unlawful discrimination, harassment and victimisation	Yes		Society works because people build relationships with others can only do this by being able to move around. In modern society the need to travel is greater than it has ever. Society needs an effective sustainable transport network which allows everyone to conveniently access employment, education, shops, leisure, healthcare, culture and other essential facilities. Market forces do not provide a universal service; many people lack convenient access, especially those without a car, those living in deprived neighbourhoods, those living in rural areas, and those with caring responsibilities or personal mobility difficulties. Local provision of services encourages community building, but transport isolation and poor connectivity penalises people without a car. People need to be able to access good local services without needing to travel.
Advance equality of opportunity between different groups	Yes		
Foster good relations between different groups	Yes		

## Section 2: Equality and Human Rights Impact Assessment (EHRIA) Screening

<b>Section 2</b>			
<b>A: Research and Consultation</b>			
<b>5.</b>	Have the target groups been consulted about the following? <ul style="list-style-type: none"> <li>a) their current needs and aspirations and what is important to them;</li> <li>b) any potential impact of this change on them (positive and negative, intended and unintended);</li> <li>c) potential barriers they may face</li> </ul>	<b>Yes</b>	<b>No*</b>
		Yes	
			No
			No
<b>6.</b>	If the target groups have not been consulted directly, have representatives been consulted or research explored (e.g. Equality Mapping)?	n/a	
<b>7.</b>	Have other stakeholder groups/ secondary groups (e.g. carers of service users) been explored in terms of potential unintended impacts?		No
<b>8.</b>	*If you answered 'no' to the question above, please use the space below to outline what consultation you are planning to undertake, or why you do not consider it to be necessary.		
	<p>The proposals are being designed taking account of current national guidance.</p> <p>The next stage of the study is to seek agreement to undertake an engagement and consultation exercise on the outcomes of the first phase of study, in order to develop a preferred transport strategy for the town. Key stakeholders, user groups and the wider public will be consulted on the outcomes of the study; any issues raised in response will be considered as part of finalising the transport strategy and the recommended package of schemes.</p> <p>Moving forward, any impacts arising from construction activities will be temporary, with systems will be in place to provide mitigation where reasonable and proportionate.</p>		

<b>Section 2</b>			
<b>B: Monitoring Impact</b>			
<b>9.</b>	Are there systems set up to:	<b>Yes</b>	<b>No</b>

	a) monitor impact (positive and negative, intended and unintended) for different groups;		No
	b) enable open feedback and suggestions from different communities	Yes	
<b>Section 2</b>			
<b>C: Potential Impact</b>			
<b>10.</b>	Use the table below to specify if any individuals or community groups who identify with any of the ' <a href="#">protected characteristics</a> ' may <u>potentially</u> be affected by this policy and describe any positive and negative impacts, including any barriers.		
		<b>Yes</b>	<b>No</b>
	<b>Age</b>	Yes	
			<b>Comments</b>
			Improving access to key services by public transport, walking and cycling, and promoting social inclusion will benefit younger and older age groups. Older and young people may not have the same range of travel choices or be able to change behaviour. Improving facilities for pedestrians, cyclists and public transport users may benefit some age groups. A focus on packages of measures and value for money may mean isolated improvements needed for different age groups don't happen. Fear of crime or harassment and safety concerns on public transport, cycle-ways and footpaths can be barriers to different age groups. Access to hospitals in the County by public transport can be difficult.
	<b>Disability</b>	Yes	
	<b>Gender Reassignment</b>		No
	<b>Marriage and Civil Partnership</b>		No
	<b>Pregnancy and Maternity</b>		
	<b>Race</b>		No
			Corporate communications and marketing is to take account of the needs of all members of the community. Scheme consultation is to take account of the needs of all members of the community. Ensure we have feedback from network users and the data to make better informed decisions. When developing measures to

	<b>Religion or Belief</b>		No	<p>promote and encourage increased walking, cycling and public transport usage consider whether it might be appropriate to provide complementary measures to address people's fears/ perceptions of danger such as improved street lighting. Consultation may identify further issues to be addressed.</p>
	<b>Sex</b>		No	
	<b>Sexual Orientation</b>		No	
	<b>Other groups e.g. rural isolation, deprivation, health inequality, carers, asylum seeker and refugee communities, looked after children, deprived or disadvantaged communities</b>	Yes		<p>Society works because people build relationships with other people, and they can only do this by being able to move around. In modern society, where there are more opportunities and specialities than ever before, the need to travel is greater than it has ever been. Society needs an effective sustainable transport network which allows everyone to conveniently access employment, education, shops, leisure, healthcare, culture and other essential facilities. Being unable to access transport affects earning ability, reduces access to life opportunities such as healthcare, education and training, and can lead in extreme cases to social isolation and mental illnesses such as anxiety and depression. Market forces do not provide a universal service; many people lack convenient access, especially those without a car, those living in deprived neighbourhoods, those living in rural areas, and those with caring responsibilities or personal mobility difficulties. Public policy has to make up for this market failure. Direct intervention can be a lifeline for isolated communities. Transport isolation and poor connectivity penalises people without a car. People need to be</p>
	<b>Community Cohesion</b>	Yes		

				<p>able to access good local services and ensuring transport provision protects vulnerable groups and reduces the barriers which inhibit people from using transport, such as fears about personal safety promotes this. Transport crime, the danger and unpleasantness of cycling on busy roads, and the perceived dangers of walking alone at night deter people from travelling.</p> <p>The project will aim to address many of these issues.</p>
11.	Are the human rights of individuals <u>potentially</u> affected by this proposal? Could there be an impact on human rights for any of the protected characteristics?			
		Yes	No	Comments
	Part 1: The Convention- Rights and Freedoms			
	<b>Article 2: Right to life</b>	Yes		Where schemes within this project improved road safety, which reduces the potential for fatal road injury accidents there is a positive contribution from this project to the right to life
	<b>Article 3: Right not to be tortured or treated in an inhuman or degrading way</b>		No	This project does not contribute to the obligation to refrain from, intervene in, not exposing persons to or investigating in subjecting people to torture or to inhuman or degrading treatment or punishment.
	<b>Article 4: Right not to be subjected to slavery/ forced labour</b>		No	This project does not contribute to the obligation to intervene to stop slavery, servitude or forced or compulsory labour as soon as they become aware of it.
<b>Article 5: Right to liberty and security</b>	Yes		Transport isolation and poor connectivity penalises people without a car. People need to be able to access good local transport network to have the freedom to travel by a mode of their choosing. The project will assist vulnerable groups and reduces the barriers which inhibit people from using transport, such as fears about personal security.	



<b>Article 6: Right to a fair trial</b>	Yes		Where any civil offence is introduced as part of a scheme which makes up this project, the Council's EIA on parking enforcement will be adhered to
<b>Article 7: No punishment without law</b>		No	This project does not contribute to the implementation or changes of laws.
<b>Article 8: Right to respect for private and family life</b>		No	This project does not contribute or interfere with a person's right to respect for their private and family life, their home and their correspondence.
<b>Article 9: Right to freedom of thought, conscience and religion</b>		No	This project does not contribute or interfere with a person's right to manifest their religion or belief.
<b>Article 10: Right to freedom of expression</b>	Yes		During consultation on various schemes which make up the project, there will be a right to freedom of expression. However, where such expression makes discriminatory comments, only those comments expressed which are relevant to the scheme are taken into consideration.
<b>Article 11: Right to freedom of assembly and association</b>		No	This project does not contribute or interfere with someone's freedom of peaceful assembly and association
<b>Article 12: Right to marry</b>		No	This project does not contribute or interfere with someone's right to marry or found a family.
<b>Article 14: Right not to be discriminated against</b>		No	This project does not contribute to discrimination on any ground or treat some people more favourably than others
<b>Part 2: The First Protocol</b>			
<b>Article 1: Protection of property/ peaceful enjoyment</b>	Yes		Where possible, the Project will try to ensure that policies or decisions do not interfere with peaceful enjoyment of possessions, restrict the use of possessions or take away possessions. However where compulsory purchase of land may be unavoidable, then the interference will be lawful and necessary in the public interest.
<b>Article 2: Right to education</b>		No	This project does not contribute to securing the right to education nor

				interfere with it.
	<b>Article 3: Right to free elections</b>		No	This project does not contribute or interfere with the voting rights of individuals, nor does it interfere with the right to vote or to use their vote if they wish to do so.
<b>Section 2 D: Decision</b>				
<b>12.</b>	Is there evidence or any other reason to suggest that:	<b>Yes</b>	<b>No</b>	<b>Unknown</b>
	a) this policy could have a different affect or adverse impact on any section of the community;		No – taking account of the proposals being developed with reference to current national guidance, and the proposed mitigation identified above.	
	b) any section of the community may face barriers in benefiting from the proposal		No	
<b>13.</b>	Based on the answers to the questions above, what is the likely impact of this policy			
	No Impact <input type="checkbox"/>	Positive Impact <input checked="" type="checkbox"/>	Neutral Impact <input type="checkbox"/>	Negative Impact or Impact Unknown <input type="checkbox"/>
<b>Note: If the decision is 'Negative Impact' or 'Impact Not Known' an EHRIA Report is required.</b>				
<b>14.</b>	Is an EHRIA report required?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	

## Section 3: Equality and Human Rights Impact Assessment (EHRIA) Report

As there are no adverse equality, diversity or human rights impacts identified in the EHRIA Screening exercise above, it is concluded that an EHRIA report is not required.

## Section 4: Sign off and scrutiny

### Section 4

#### A: Sign Off and Scrutiny

Confirm, as appropriate, which elements of the EHRIA have been completed and are required for sign off and scrutiny.

**Equality and Human Rights Assessment Screening**

**Equality and Human Rights Assessment Report**

1<sup>st</sup> Authorised Signature (EHRIA Lead Officer):

Mark Palfreyman,  
Network Management Specialist,  
Strategy & Policy  
Department of Environment and Transport

Date: 21/11/17

2<sup>nd</sup> Authorised Signature (DEG Chair):

Date:

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