

Report to the Chief Officer (Highways and Transportation)

Date: 24 June 2014

Subject: Provision of Highway Access Measures to Benefit Disabled Residents

Capital Scheme Number: 16290

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): ALL	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. The purpose of the report is to enable Leeds City Council to continue to provide disabled parking bays, dropped kerbs and other access measures as requested by disabled residents in Leeds.
2. The implementation of measures will be demand responsive and builds on similar successful projects funded and implemented over the last five years.
3. The measures to assist disabled people help fulfil Leeds' ambition to be the best city for communities by directly improving the quality of life of some of its most vulnerable residents.
4. Costs will be kept to a minimum by closer integration with Highways Maintenance and by keeping the alterations to the highway infrastructure to the minimum required for access.

Recommendations

5. The Chief Officer (Highways and Transportation) is requested to approve the proposed budget allocation of £50,000 to enable the installation of minor access measures.

1 Purpose of this report

- 1.1 The purpose of this report is to obtain approval for funding of the annual programme for the provision of access measures which assist disabled people in using the public highway. These comprise infrastructure measures such as dropped kerbs, steps,

ramped access, handrails, tactile paving and provision of advisory designated disabled parking spaces (disabled bays).

2 Background information

- 2.1 It is estimated that approximately 18% of residents of Leeds have some form of disability – this would affect approximately 149,000 people, many of whom would benefit from improvements to accessibility of highway infrastructure.
- 2.2 Mobility scooters have become increasingly popular among older people as a mobility aid, resulting in greater independence and reduced reliance on car transport. The number of mobility scooters purchased annually in the UK is growing by approximately 25% per year.¹ This indicates a fast growing trend which will increase demand for accessible footways.
- 2.3 The above figures indicate a growing demand for accessible highway infrastructure. Transport Policy on average receives over 300 access related enquires per year. This results in around 100 applications for disabled parking bays. Other requests concern improving access for disabled pedestrians along the public highway, where footways are currently lacking appropriate access measures (e.g. dropped kerbs, access over grass verges, provision of handrails on existing steps and ramps).
- 2.4 Leeds City Council has in the past implemented a substantial programme of provision of disabled access measures on the highway in places where there was demand, funded from the Integrated Transport Package. This has been successful, directly benefiting many disabled people and generating positive publicity; however this has not yet satisfied the demand and many locations in the city remain inaccessible. The current overall reduction in funding has been reflected in a reduced allocation for this year's programme. It is envisaged that costs may be reduced by keeping provision in-house, and by limiting the number of dropped kerbs provided outside of planned maintenance to the bare minimum to satisfy the most pressing needs.

3 Main issues

- 3.1 Planned maintenance addresses access requirements when full street refurbishment is undertaken. However, disabled people cannot wait for the, sometimes, many years until highways are completely reconstructed and the required flush kerbs etc are installed as part of those works. Access issues are not always routinely addressed as part of lesser maintenance works, such as footway resurfacing. This will leave a highway network that is not entirely accessible for many years to come and a consequent demand for particular locations to be remedied at the request of disabled people.
- 3.2 Leeds City Council has in the past implemented a substantial programme of provision of disabled access measures on the highway in places where there was demand, funded from the Integrated Transport Package. This has been successful,

¹ Research estimates that there are approximately 90,000 powered wheelchair and mobility scooter users in the UK – this is likely to be a conservative estimate as it does not record second-hand sales. The market for mobility scooters in the UK is estimated to be 25,000 per year.

directly benefiting many disabled people and generating positive publicity; however additional demand is then generated to close the remaining gaps in provision and to extend the benefits of accessible services to a wider number of disabled residents, or to expand the travel horizons of people who so far could access only part of their neighbourhood. Consequently, the service continues to receive requests for the provision of access improvements at specific locations.

- 3.3 Disabled parking facilities are provided on the highway in areas of high demand to enable disabled people to access services. However, the ability of a disabled person to travel is also limited by their ability to park close to their home when they return, and feedback received from residents and carers indicates that some disabled people are reluctant to leave their home for the fear of not being able to access it on their return.
- 3.4 Requests for access improvements are assessed by the Access and Mobility officer and implemented throughout the year. It is therefore crucial that there is a funding package in place to facilitate the delivery of small scale access works.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Highways and Transportation has adopted a grassroots approach to the provision of access improvements. Disabled residents are directly involved in identification and development of schemes, resulting in high public participation in the development of proposals. This in turn ensures that measures are prioritised in the areas of high existing demand, as identified by disabled people.
- 4.1.2 Local residents are consulted in writing on the proposed provision of disabled parking bays. Dropped kerbs and other minor access measures do not require detailed consultations in all but exceptional cases, as these are a form of a minor adjustment to the existing infrastructure and in most cases have no adverse impact on residents. Local ward members are notified of works proposed in their areas. Members have consistently expressed strong support for the small schemes that benefit disabled people and a number of requests received originate from members.
- 4.1.3 Traffic and road safety issues are taken into consideration in the design of the schemes and relevant sections are consulted on individual schemes as required. NRASWA notices for schemes other than white lining are circulated internally.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 The provision of access measures directly benefits several of the equality strands. Dropped kerbs in particular have a positive impact on disabled people, older people, carers and children by creating highway infrastructure that is accessible to wheelchair, mobility scooters, other walking aids and people with a mobility impairment, as well as to pushchairs, buggies, very young children and children's scooters by removing a barrier that is a high kerb. Impact on blind and partially sighted people in areas of high demand and potential conflict is minimised by the provision of tactile paving.

- 4.2.2 The provision of disabled parking bays has positive impact on disabled people and older people as well as parents and carers of children with disabilities including behavioural disabilities such as Aspergers, but can, potentially, have a negative impact on other equality characteristics, such as parents and carers. These impacts are minimised through careful consultations on schemes before a decision on implementation is reached.
- 4.2.3 An Equality Impact Assessments have been prepared for the provision of highway infrastructure measures given reduced availability of funding and for the provision of disabled parking, where the above benefits and disbenefits have been recognised and mitigation through consultations recommended.

4.3 Council policies and City Priorities

- 4.3.1 The delivery of demand-responsive access measures directly contributes to meeting a number of the Best Council objectives:
- **ensuring high quality public services** through improved customer satisfaction and increasing the number of service requests fulfilled at the first point of contact.
 - **delivery of Better Lives programme** by allowing people to remain independent for longer and reduce their reliance on care delivery
- 4.3.2 The provision of the small access measures has the potential to contribute directly to achieving the objective of **Enhancing Quality of Life** in the third Local Transport Plan, and indirectly towards the Low Carbon objective. It will also contribute to the three of the four Themes of the LTP3:
- 4.3.3 **Travel Choices** enabling customers to make the most sustainable choices about when and how they travel
- 4.3.4 **Connectivity** ensuring people can make integrated and safe journeys using transport networks on which they can rely.
- 4.3.5 **Enhancements** improving the overall network to make it more fit for journeys in the future
- 4.3.5 The schemes will comply with Article 1 of the Council's Constitution through:
- design, securing and delivery of services which put the needs of the public first,
 - are non-discriminatory and are appropriate to the different needs within the community;
 - prioritisation of services and targeting resources to communities and individuals in greatest need;
 - provision of an opportunity for citizens to get involved and make their views heard;

- Consideration of the impact of decisions upon the City's diverse and disadvantaged communities and the positive promotion of equality of opportunity.

4.4 Resources and value for money

4.4.1 **Full scheme estimate:** The total approval sought from this report is £50,000

4.4.2 **Capital Funding and Cash Flow:** The costs will be fully funded from the LTP Transport Policy Capital Programme (100% Government grant funding). It is envisaged that £50,000 will be spent this financial year, depending on the availability of resources.

4.4.3 In accommodating requests for disabled access measures residents are given a direct say in what facilities are installed and which locations are prioritised. The resources are automatically focused at areas where proven demand exists

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	50.0		50.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	50.0	0.0	50.0	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
LCC Supported Borrowing	0.0						
Revenue Contribution	0.0						
Capital Receipt	0.0						
Insurance Receipt	0.0						
Lottery	0.0						
Gifts / Bequests / Trusts	0.0						
European Grant	0.0						
Health Authority	0.0						
School Fundraising	0.0						
Private Sector	0.0						
Section 106 / 278	0.0						
Government Grant	50.0		50.0				
SCE (C)	0.0						
SCE (R)	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income (Specify)	0.0						
Total Funding	50.0	0.0	50.0	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Number : 99609

Title : LTP Transport Policy Capital Programme

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 There are no implications under Section 17 of the Crime and Disorder Act 1998 for the proposed work. The schemes have a potential to contribute to the safety and well-being of residents by providing appropriate facilities addressing the existing access barriers.
- 4.5.2 Details of disabled applicants and any consultees are confidential and are subject to the Data Protection Act. Details of specific schemes are available to ward members and members of the public.

4.6 Risk Management

- 4.6.1 If the programme of provision of small access measures cannot be continued, there is a very real risk that the authority will be found at fault in failing to make reasonable adjustments to enable disabled people to use the highway safely, contrary to the Equality Act. This may result in cases being submitted to the Local Authority Ombudsman or a direct legal challenge. It could also compromise the Authority's Excellence standard achieved for its approach to equality and diversity and lead to negative publicity.
- 4.6.2 Infrastructure works are subject to New Road and Street Works Act (NRASWA) and Traffic Management Act procedures. These minimise the impact and risk of damage and disruption to highways

5 Conclusions

- 5.1 Small access measures are an important element in enhancing the wellbeing and safety of disabled people by assisting their participation in public life and improving their independence and therefore potentially reducing burdens on LCC and other public services. The funding sought in this report will enable the service to continue and to address the most pressing requests, which would not be otherwise met through planned maintenance in the near future

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to approve the proposed budget allocation of £50,000 to enable the installation of minor access measures.

7 Background documents²

- 7.1 Policy Note on the provision of disabled parking bays – In Appendix 1.

² The background documents listed in this section are available for download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

APPENDIX 1

Equality, Diversity, Cohesion and Integration Impact Assessment



As a public authority we need to ensure that all our strategies, policies, services, functions, and structures both current and proposed have given proper consideration to equality, diversity, cohesion and integration. In all appropriate instances we will need to carry out an equality, diversity, and cohesion and integration impact assessment.

This form:

- can be used to prompt discussion when carrying out your impact assessment
- should be completed either during the assessment process or following completion of the assessment
- should include a brief explanation where a section is not applicable

Directorate: City Development	Service area: Transport Policy
Lead person: Kasia Speakman	Contact number: 0113 2476312
Date of the equality, diversity, cohesion and integration impact assessment: 4/3/11	

1. Title: Impact of the reduction in funding available to the Sustainable Transport Team to implement minor access works.					
Does this relate to:					
Strategy	Policy	Service	Function	Structure	Other
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is this:					
<input type="checkbox"/> New/ proposed	<input type="checkbox"/> Already exists and is being reviewed	<input checked="" type="checkbox"/> Is changing			
(Please tick one of the above)					

2. Members of the assessment team:

Name	Organisation	Role on assessment team e.g. service user, manager of service, specialist
Kasia Speakman	Sustainable Transport - Leeds City Council	Access & Mobility Officer
Timothy Parry	Policies & Programmes – Leeds City Council	Senior Transport Planner
Lisa Powell	Performance & Improvement Manager	Equality Lead

3. Summary of strategy, policy, service, function or structure that was assessed:

The Comprehensive Spending Review has brought many challenges to the authority. As budgets are reduced, every service currently provided needs to be assessed in terms of value for money and affordability. The average real term reduction in central government departmental spending over the 4 year planning period is 19%. The reduction in Transport budgets is greater, at 21%. On average, Central Government funding to Council's will reduce by 28%.

The Sustainable Transport Team sits within the Transport Strategy group, within Transport Policy and is responsible for the development and implementation of programmes to improve accessibility for people in line with the requirements of the Equality Act. Specifically, this involves:

- Responding to requests from individuals, ward members and Area Management, in relation to the provision of disabled parking bays, dropped kerbs, tactile paving provision, vehicular crossings, hand rails, access barriers, ramps etc
- Performing site assessments and providing feedback to stakeholders
- Working with developers to pro-actively identify appropriate sites to enable better access
- Working with internal teams and contractors to install identified schemes, and to ensure that highway schemes originated in other sections consider the needs of disabled people.

4. Scope of the equality, diversity, cohesion and integration impact assessment

(complete - 4a. if you are assessing a strategy, policy or plan and 4b. if you are assessing a service, function, structure or event)

4a. Strategy, policy or plan

(please tick the appropriate box below)

The vision and themes, objectives or outcomes	<input type="checkbox"/>
The vision and themes, objectives or outcomes and the supporting guidance	<input type="checkbox"/>
A specific section within the strategy, policy or plan	<input type="checkbox"/>

Please provide detail:

4b. Service, function, event

please tick the appropriate box below	
The whole service (including service provision and employment)	<input type="checkbox"/>
A specific part of the service (including service provision or employment or a specific section of the service)	<input checked="" type="checkbox"/>
Procuring of a service (by contract or grant) (please see equality assurance in procurement)	<input type="checkbox"/>
<p>Please provide detail:</p> <p>The service uses its budget to consult and implement small scale, locally required schemes which improves accessibility and safety for highway users. These can include disabled parking bays, dropped kerbs, tactile paving provision, hand rails, access barriers and ramps.</p> <p>The schemes can be identified by local residents or through consultation on proposed development schemes which may result in localised new demand from disabled pedestrians.</p> <p>Each scheme is assessed in terms of its costs and benefits, i.e. the demand at a particular location, how many features are required, how urgent is the demand and whether the need is best addressed through targeted action.</p> <p>There is a small backlog of requests for schemes which were deemed too expensive - considering the benefits - to be implemented outside planned street refurbishment. The backlog is likely to grow as requests are logged but not implemented due to current funding constraints.</p> <p>Funding is provided through the Integrated Transport Package, which is part of the Local Transport Plan's capital funding. In 2010/11 the budget for the service was £183,800. For 2011/12 the funding allocation has been reduced to approximately £75,000. This equality impact assessment will consider the impact of this budget reduction on the service delivered to the residents and visitors in Leeds.</p>	

<p>5. Fact finding – what do we already know</p> <p>Make a note here of all information you will be using to carry out this assessment. This could include: previous consultation, involvement, research, results from perception surveys, equality monitoring, service level equality targets and customer/staff feedback.</p> <p>(priority should be given to equality, diversity, cohesion and integration related information)</p> <p><u>Service - Background Information</u></p> <p>The service is provided throughout the city. Customers of the service include:</p> <ul style="list-style-type: none"> • Residents • Businesses • Community Groups • Councillors

- Local organisations e.g. – schools, disability / local residents groups
- Parish Councils
- Other Council Services e.g. Social Care and Outreach staff

The service receives on average, 30 requests for service/items of correspondence per month.

Compliments & Complaints

Compliments significantly outweigh complaints. During the period January 2007 – March 2011, the service received two complaints and over eight compliments. In addition, a Customer Satisfaction Survey was conducted in 2010, which produced 17 positive responses and one overall negative response. For 88% of enquiries, respondents rated the section's response as either Good or Very Good.

Assessment Process

When requests for service are made, site assessments are undertaken to identify costs and benefits. Factors used to make the assessment include:

- Demand from disabled residents
- Overall provision of dropped kerbs/ parking/ disabled parking (any gaps in provision) and availability of alternatives
- Road safety issues
- Feasibility of addressing the issue outside of the planned maintenance programme
- Any other planned works in the area

These items are recorded and evaluated, and a recommendation on the course of action is made.

The feedback received from residents and groups indicates that these small and relatively inexpensive targeted schemes have the ability to dramatically improve accessibility and consequently the quality of life for disabled residents.

Are there any gaps in equality and diversity information

Please provide detail:

None. The service is provided throughout the City based on need.

Action required:

Not applicable.

6. Wider involvement – have you involved groups of people who are most likely to be affected or interested

Yes

No

Please provide detail:

Service users and stake holders are closely involved in the design and implementation of

individual schemes as the service is demand responsive. A service satisfaction survey has recently been conducted, providing valuable feedback (see above).

Action required:

No action required at present. The reduction in budget means that fewer schemes will be delivered, however communication of this will be on a scheme by scheme basis.

7. Who may be affected by this activity?

please tick all relevant and significant equality characteristics, stakeholders and barriers that apply to your strategy, policy, service or function

Equality characteristics

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Age | <input checked="" type="checkbox"/> Carers | <input checked="" type="checkbox"/> Disability |
| <input type="checkbox"/> Gender reassignment | <input type="checkbox"/> Race | <input type="checkbox"/> Religion or Belief |
| <input checked="" type="checkbox"/> Sex (male or female) | <input type="checkbox"/> Sexual orientation | |
| <input type="checkbox"/> Other | | |

(for example – marriage and civil partnership, pregnancy and maternity, social class, income, unemployment, residential location or family background, education or skills level)

Please specify:

The work undertaken by the service has a positive effect on local people and communities generally, but in particular; older and younger people, pregnant women, people with children and disabled people.

Stakeholders

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Services users | <input checked="" type="checkbox"/> Employees | <input checked="" type="checkbox"/> Trade Unions |
| <input checked="" type="checkbox"/> Partners | <input checked="" type="checkbox"/> Members | <input checked="" type="checkbox"/> Suppliers |
| <input type="checkbox"/> Other please specify | | |

Potential barriers.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Built environment | <input type="checkbox"/> Location of premises and services |
| <input checked="" type="checkbox"/> Information and communication | <input type="checkbox"/> Customer care |

<input type="checkbox"/>	Timing	<input type="checkbox"/>	Stereotypes and assumptions
<input checked="" type="checkbox"/>	Cost	<input checked="" type="checkbox"/>	Consultation and involvement
<input type="checkbox"/>	Specific barriers to the strategy, policy, services, function or structure		
Please specify			

8. Positive and negative impact
 Think about what you are assessing (scope), the fact finding information, the potential positive and negative impact on equality characteristics, stakeholders and the effect of the barriers

8a. Positive impact:

The reduction in funding prompted a review of the existing assessment framework to ensure objective prioritisation of schemes. It may result in a greater degree of communication and cooperation between services to ensure best value for schemes taken forward.

Action required:

Prepare assessment criteria, cost/ benefit analysis and an assessment form to enable schemes to be prioritised. Maintain communications with other sections/ service areas to ensure best value for money performance.

8b. Negative impact:

General

- Requests for schemes will continue, however, the service will be unable to deliver as many schemes as it currently does. This will have an adverse effect on the perception of the service and the council generally. Disabled people will be adversely effected by schemes being delayed or rejected.
- The feasibility assessments will continue (subject to available resources), but installation requests may not be acted upon as quickly as hitherto due to there being insufficient budget or because of lack of availability of other resources. Potentially, the service may agree that there is a need for installation of a ramp, dropped kerb etc. but the work may not be carried out for some time due to the lack of funding.
- Potential for an increase in the number of accidents as disabled people try to negotiate non accessible footways or feel that they are forced to travel in the carriageway.
- A significant proportion of the schemes are identified by local people. Removal of funding for such a service moves away from national government's Localism Agenda.
- Political pressure by Members to deliver schemes in their area will continue. Our inability to deliver as comprehensively as hitherto may have an adverse effect on the reputation of Members who are unable to influence decisions in their ward due to funding not being available.

Age

The installation of fewer schemes will have an adverse effect as follows:

- **Older people** – mobility scooters become increasingly popular among older people as a mobility aid, resulting in greater independence and reduced reliance on car transport. Research estimates that there are approximately 90,000 powered wheelchair and mobility scooter users in the UK – this is likely to be a conservative estimate as it does not record second-hand sales. The market for mobility scooters in the UK is estimated to be 25,000 per year. The impact of reduction in service on older people could be:
 1. Fewer people using a mobility scooter – this would result in lesser independence and have a financial impact by having to cover costs of other transport
 2. People using a mobility scooter do so on the carriageway
 3. People who require a single dropped kerb to access transport such as a lift, taxi, social services or Access Bus will be unable to do so and therefore be more isolated.

Disabled people and carers – A number of requests are made in relation to the introduction of parking bays for disabled residents. This work may still be provided through revenue budgets, however, this expenditure will need to be managed more carefully and this may have an adverse effect on disabled people. Dropped kerbs will continue to be implemented through planned maintenance whenever full street refurbishment is undertaken, but there will be little if any demand responsive service.

Younger disabled people may be unable to travel independently without the provision of dropped kerbs. The provision of dropped kerbs also benefits parents with push-chairs.

Action required:

General

- Try to identify alternative funding streams such as MICE monies, Area Management Plan, Parish Councils etc
- Reprioritise works against the remaining budget to maximise benefit
- Seek opportunities to add value to works carried out by others (e.g. – Highway Maintenance schemes) by introducing features
- Investigate opportunities for minimising the costs of works and maximising benefits
- Ensure that stakeholders are made aware of the funding pressures faced by the service in an attempt to manage expectations and minimise the risk of direct action from residents
- Continue to perform feasibility assessments on proposed schemes. Continue to prioritise schemes and seek additional support /funding as required.
- Develop the assessment framework for prioritising schemes.
- Monitor road safety history of assessed sites.

Age

As specified in General points

Disabled people & Carers

As specified in General points

9. Will this activity promote strong and positive relationships between the groups/communities/teams identified?

Yes No

Please provide detail:
Potential for one community to feel that they are being put at a disadvantage compared to neighbouring communities, if they receive their schemes and others do not.

- Action required:**
- Continue to perform feasibility assessments on proposed schemes taking into account the needs of disabled people. Seek additional support /funding as required.
 - Ensure that stakeholders are made aware of the funding pressures faced by the service in an attempt to manage expectations.
 - Ensure transparency in the decision making process.

10. Does this activity bring groups/communities/teams into increased contact with each other (e.g. in schools, neighbourhood, workplace)?

Yes No

Please provide detail:

Action required:

11. Could this activity be perceived as benefiting one group/community/team at the expense of another?

Yes No

Please provide detail:
The reduction in funding means ultimately a reduction in the number of schemes implemented. There may be a perception by some communities that they are less important/ receiving less help than others, which may cause tension.

Action required:

Ensure transparency in the decision making process.

12. Equality, diversity, cohesion and integration action plan

(insert all your actions from your assessment here, set timescales, measures and identify a lead person for each action)

Action	Timescale	Measure	Lead person
Continue to investigate and identify valid schemes which have a positive benefit on the lives of people, and re-prioritise activities accordingly	Ongoing	Priority schemes list developed and delivered.	Kasia Speakman
Ensure that stakeholders are made aware of the funding pressures and there is transparency in the process to fairly manage expectations.	Ongoing	A model for assessment created. No increase in the number of complaints related to schemes.	Tim Parry Gwyn Owen
Parish Councils and Area Management Committees made aware of the funding shortage. Try to identify alternative funding streams such as Area Management, Parish Council, MICE and developer funding	Ongoing	Value of alternative funding increases	Kasia Speakman
Provision of dropped kerbs identified in Travel Plans. Basis for developer contribution identified in the new Travel Plan Supplementary Planning Guidance.	Ongoing	TBC	Kasia Speakman Christine Hamshere
Work with Highways Maintenance to identify improvements which can be delivered at minimal cost.	Ongoing	Service level agreement reached with Highways Maintenance on the delivery of schemes.	Kasia Speakman Tim Parry Gwyn Owen
Seek opportunities to add value to works carried out by others (e.g. Highway Maintenance schemes) by introducing features	Ongoing	Close cooperation with the Depots in implementing targeted schemes and greater awareness of the Maintenance	Kasia Speakman

Action	Timescale	Measure	Lead person
		Programme priorities	
Reprioritise works against the remaining budget to maximise benefit	Ongoing	Most urgent requests addressed in the current financial year	Kasia Speakman
Continue to perform feasibility assessments on proposed schemes taking into account the needs of disabled people and use the lengths and sites for concern to better inform studies.	Ongoing	Database of requests created and maintained. Schemes prioritised according to a transparent assessment process	Kasia Speakman
Evaluate the funding block allocation against LTP block priorities, taking into consideration the level of service delivery resulting from efficiencies introduced in the financial year 2011/2012.	2012/13	No significant negative impact on the delivery of schemes requested by disabled people	Gwyn Owen

13. Governance, ownership and approval State here who has approved the actions and outcomes from the equality, diversity, cohesion and integration impact assessment		
Name	Job Title	Date
Andrew Hall	Head Of Transport Policy (Acting)	July 2011

14. Monitoring progress for equality, diversity, cohesion and integration actions (please tick)	
<input checked="" type="checkbox"/>	As part of Service Planning performance monitoring
<input type="checkbox"/>	As part of Project monitoring
<input type="checkbox"/>	Update report will be agreed and provided to the appropriate board Please specify which board
<input type="checkbox"/>	Other (please specify)

15. Publishing	
Date sent to Equality Team	
Date published	