

Equality Impact and Needs Assessment Form



NB: Use the electronic MS Word template. Add additional rows and increase box size as required. Make sure your final document is suitable for publishing.

A) Description

Name of service, function, policy (or other) being assessed

Production of Town Planning and Transport Infrastructure Strategies for 28 Coastal and Market Towns in Devon

Directorate or organisation responsible (and service, if it is a policy)

DCC Environment, Economy and Culture Directorate

Date of assessment (DD/MM/YY)

03/06/08

Date next assessment due (3 years)

June 2011

Names and/or job titles of people carrying out the assessment

Joe Keech (Strategic Planning Manager)
Bob Maynard (Principal Planning Officer)
Gareth Bradford (Senior Planning Officer)
Stuart Langer (Transport Planning Officer)

Accountable person (e.g. Head of Service)

Malcolm West – Acting Head of Planning and Transportation

Date EINA Form approved by accountable person (e.g. Head of Service)

1. What are the aims or main purpose of the service, function or policy? What does it provide and how does it provide it?

- Identifies infrastructure and other requirements that are necessary to accommodate the development and sustainability requirements set out in the draft RSS to 2026 for which DCC (Devon County Council) has a responsibility for and or interest to provide
- Clarifies the DCC strategy and priorities to develop new facilities for education, youth, social care, transport, strategic planning, waste, libraries etc from its own budgets and or developer contributions (through CIL [Community Infrastructure Levy] and Section 106 agreements) and/or other funding sources (e.g. CIF [Community Infrastructure Fund]) for Member agreement.
- Enables DCC to provide more effective town-specific inputs to the production of LDDs (Local Development Documents) by Local Planning Authorities

- Strategies will provide an identification of critical infrastructure needed to enable sustainable development to occur and its costs, benefits and phasing
- Strategies will encourage different service directorates of DCC to proactively input to LDFs (Local Development Frameworks) and major development proposals with a single voice
- Strategies will ensure DCC takes a long-term approach to infrastructure and service delivery planning and provides an evidence base for responding to the emerging regional policy-making for the South West and legal agreements associated with new developments

2. Location or any other relevant information

Town Profiles produced by DCC's Strategic Intelligence Unit complement the LDF Briefing Papers providing both a town wide and countywide perspective on various DCC areas of interest. The Town Profiles can be accessed at <http://www.devon.gov.uk/devontownprofiles> whilst the Briefing Papers are available at <http://www.devon.gov.uk/ldf-briefing-papers>

3. List any key policies or procedures to be reviewed as part of this assessment.

- Devon County Council's LDF Briefing Papers
- DCC procedures for inputting to emerging Local Development Documents
- Sub-regional planning strategy documents for Exeter, Northern Devon, Torbay and Plymouth
- DCC's procedures for inputting to costed infrastructure schedules required by the forthcoming Planning Bill and negotiating the infrastructure/planning obligations for new development proposals
- DCC's multipliers/calculations for determining planning obligations and infrastructure requirements
- DCC's long term transport and planning aims for key market towns

4. Who is intended to benefit from the service, function or policy?

- The people of Devon – by providing the necessary community benefits from new development proposals and more effective infrastructure delivery
- Members and Officers within Devon County Council by clarification of the infrastructure priorities and delivery mechanisms to be implemented.
- Local Planning Authorities preparing LDFs and Sub-Regional Strategies
- Regional Assembly/RDA preparing RSS/RES
- Developers, infrastructure providers, the private sector and the public – by providing greater certainty about infrastructure needs and requirements from DCC

5. Who are the stakeholders? What is their interest?

- All the main service delivery functions of the County Council (education, youth, social care, transport, strategic planning, waste, libraries) - providing officers with a broader strategic planning context within which to work and establish long-term service delivery and infrastructure requirements

- Local Authorities - need a robust evidence base and information on DCC requirements to produce a sound LDF and sustainable developments
- Other public and private sectors whose functions are influenced by DCC areas of interest (e.g. Highways Agency, Environment Agency, Natural England, CPRE)
- General Public – strategies may influence the location/form and mix of development and the wider services and facilities available for the public

6. Are there any concerns at this stage which indicate the possibility of negative impacts? For example: complaints, comments, research, outcomes of a scrutiny review.

There are concerns that there will be some negative impacts from solutions proposed within the strategies, indeed, this is nearly always the case when new development is delivered.

Local Planning Authorities and officers within DCC and other external delivery agencies (e.g. Environment Agency) have indicated their support in principle for the project seeing it as vital to ensuring the delivery of a more robust LDF process, more evidenced-based Local Development Documents, sustainable development proposals and the production of local infrastructure plans/schedules, however:

- Additional studies and research will need to be undertaken to develop and enhance the evidence base to support and avoid the possibility of negative impacts. The additional studies and research (such as Viability Studies, Sustainability Appraisals Strategic Environmental Assessments, Transport Modelling, Parking Studies, Economic/ICT Research, demographic analysis, specialist topic studies etc) will be identified where appropriate.
- Public consultation may need to be undertaken to develop and clarify policy intentions, unless adequately covered through the development plan process.
- Scrutiny reviews will need to be undertaken to assess the robustness of the evidence base, priorities and anticipated outcomes in meeting the objectives.

B) Relevance

Select **all** that apply:

7. Front line service or facility for people.
8. Discretion is exercised, or potential for people to experience different treatment or level of satisfaction with the service.
9. Employment policy – where discretion is not exercised.
10. Employment policy – where discretion is exercised (e.g. recruitment or disciplinary process).

		Scale of relevance	
		Low	
		Medium	Section C applies
		Medium	
		High	Sections C & E apply

11. Evidence at a local, regional or national level of discrimination/inequalities.		High	
12. Major change such as the closure, removal or transfer of a service/provision.		High	
13. Community and regeneration strategies, local area agreements and organisational or directorate/partnership strategies/plans.	X	High	

(Note: if not relevant, do not complete this form)

Mark 'X' to confirm which strands are relevant to the review:

Age	X	Disability	X
Gender (men and women)	X	Race/ethnicity	X
Trans-gender	X	Religion/belief	X
Sexual orientation	X	Other (state below)	X

Any other (such as Human Rights, people on low incomes and specific sub-strands requiring particular focus such as Travellers and Gypsies, Deaf people):

Other strands related to this EINA include Gypsies and travellers. Indeed, the review is also relevant to all members of the public.

C) Information

14 What information (monitoring or consultation data) have you got and what is it telling you? *Required where relevance is Medium or High.*

A wide range of data and evidence/information has been gathered to inform the town strategy work and the RSS for the South West and further study work is being commissioned (e.g. Phase 3 Transport Access Strategy for Exeter) to fill in gaps in the evidence base and inform the costed town infrastructure schedules for LDFs

D) Assessment

15 Describe any NEGATIVE impacts (actual or potential):

Strand/community	Impact (<i>how they may be affected</i>). Include assessment of risk (likelihood and severity).
<i>No Specific Negative Impacts have been identified at this stage</i>	

16 Describe any POSITIVE impacts:

Strand/community	Impact (<i>how they may be affected</i>)
Age	<ul style="list-style-type: none"> Strategies aim to provide positive impacts for all age ranges, examples of how include: Strategies will seek to enhance access of all to key services

	<p>and facilities by sustainable transport modes, with particular benefits likely to emerge for the young and old who are frequently more dependent on public transport</p> <ul style="list-style-type: none"> • By requiring the delivery of education, youth, health and social care infrastructure improvements the town strategies will seek to deliver an improved quality of life for all age groups • A key element of the town strategy will be the delivery of mixed tenure extra care housing with positive benefits for the elderly • Infrastructure planning will seek to ensure new developments provide appropriate facilities in phase with residential and commercial development to encourage a genuine social mix • A key element of the education strategy will be the delivery of the 'extended schools' programme enhancing wider educational and community opportunities
Disability	<ul style="list-style-type: none"> • Strategies aim to positively benefit all persons with a disability, examples of how include: • A key element of the town strategy work will be to achieve a high proportion of homes that meet the Lifetimes Homes Standard enabling easier adaptation of homes to disabilities • The strategies will also be seeking to deliver a higher proportion of homes to the Wheelchair Design Standard • Transport strategies will take into account community transport services including shopmobility and Ring and Ride.
Gender	<ul style="list-style-type: none"> • Strategies aim to provide positive impacts to all Genders, for example: • Women are often disproportionately affected by poor transport access – a key part of the town transport strategies will be to deliver a step-change in public transport in the market towns • A key aspect of the town strategies will be to deliver improvements in the quality of the public realm and built environment with consequent benefits for women, especially in terms of reducing the fear of crime • The strategies will encourage the design of housing to facilitate more flexible working with consequent benefits in particular for women
Other Socio-Economic Impacts	<ul style="list-style-type: none"> • Strategies aim to deliver positive socio-economic impacts, including: • The strategies will seek to deliver enhanced access to sustainable wage, higher skilled employment opportunities and enhanced educational attainment across the towns • The strategies will encourage apprenticeship, skills development and training programmes as part of LDFs • As discussed above, a key element of the transport strategies will be delivering significant improvements in the public transport, walking and cycling networks of Devon's towns and enhanced access for all to key services and facilities (e.g. education, health care, employment, leisure, retail) • A wide range of positive impacts will be achieved by t requiring

	the highest quality ICT infrastructure to be installed into all new buildings

17 Provide any information about NEUTRAL impacts that have been identified (there is neither a positive or negative impact):

Strand/community	Why there is 'no differential impact'
Race/Ethnic Origin	The strategies are seeking to be fully racially inclusive
Religion/Belief	The strategies are seeking to be inclusive in terms of both religion and beliefs. For example, the strategies will be encouraging LDFs to provide inclusive places of worship as part of new development proposals
Sexual Orientation	No positive or negative impact

E) Consultation

18 Did you carry out any consultations? *Required where relevance is High.*

Consultation has occurred and more will be undertaken at a later date, as per question 19, below.

19 Who was consulted? Include your findings in 15, 16 and 17 above.

- We have consulted all the relevant Local Planning Authorities, both at Devon Planning Officers Meetings and in more detailed discussions. We have also held detailed discussions with specialist officers within DCC
- Extensive consultation on the town strategies will occur as part of the formal LDF consultation in accordance with the regulations of the Planning and Compulsory Purchase Act. The town strategies will form a vital component of the evidence base of LDFs.

20 Describe other research, studies or information used to assist with the assessment and include your findings above:

An extensive amount of research and information is being used to provide the evidence to underpin the strategy – this includes detailed transport modelling, strategic transport analysis, demographic projections, health and social care data and DCC Town Profiles

F) Conclusions

	Action/objective/target OR Justification	Resources required	Timescale	I/R/S/O
a)	Extensive further engagement with Local Planning Authorities to ensure their aspirations are taken into account in the town strategy work and that the town strategies are sufficiently robust to inform 'sound' local planning policy-making. This is best achieved through targeted meetings with the key personnel.	DCC Officers' Input	By end 2008	I
b)	Identification of specific consultation events that need to be held by DCC, in addition to those being held by LPAs, and other infrastructure providers, on key town infrastructure strategies (e.g. Newton Abbot, Barnstaple)	DCC Officers' Input	Identification of events 2008 Staging of events to coincide with LDF programme	
c)	Commission further information/technical analysis, where appropriate, to ensure there is a clear picture of current service provision, usage and future service and infrastructure requirements for each market town, taking account of proposed developments, existing problems and emerging issues	Dependent on whether information can be gathered internally or needs to be commissioned externally.	I n phase with wider town strategy work	
d)	Ensure all DCC officers inputting to topic-based town strategies are working from consistent demographic projections	DCC Officers' Input	Summer 2008	I

(I) Taking immediate effect.

(R) Recommended to Council/Directors through a Committee or other Report*.

(S) Added to the Service Plan.

(O) Added to the Fair for All Programme (as an organisational improvement)**

Send your form to the person responsible for equality in your directorate for publishing on the website at: www.devon.gov.uk/diversity



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