Policy Gateway Equality Assessment Template:
Part A: Identifying the Policy Aims

<table>
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<tr>
<th>Department</th>
<th>Division</th>
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<tr>
<td>Economy and Transport</td>
<td>Transport and Infrastructure Policy</td>
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Name of Policy/Programme/Project strategy

Wales Transport Strategy

Key aims of Policy/Programme/Project strategy

The WTS contains 17 long-term outcomes that draw on work across the Welsh Assembly Government:

- Improve access to healthcare
- Improve access to education, training and lifelong learning
- Improve access to shopping and leisure facilities
- Encourage healthy lifestyles
- Improve the actual and perceived safety of travel
- Improve access to employment opportunities
- Improve connectivity within Wales and internationally
- Improve the efficient, reliable and sustainable movement of people
- Improve the efficient, reliable and sustainable movement of freight
- Improve sustainable access to key visitor attractions
- Increase the use of more sustainable materials in the maintenance of Wales’ transport assets and in the provision of transport infrastructure
- Reduce the contribution of transport to greenhouse gas emissions
- Adapt to the impacts of climate change
- Reduce the contribution of transport to air pollution and other harmful emissions
- Improve the positive impact of transport on the local environment
- Improve the impact of transport on our heritage
- Improve the impact of transport on biodiversity

Work over the short to medium term will be guided by a set of strategic priorities, which will prioritise delivery of the One Wales agenda:

- Reducing greenhouse gas emissions and other environmental impacts
- Integrating local transport
- Improving access between key settlements and sites
- Enhancing international connectivity
- Increasing safety, security and wellbeing

What is the divisional plan objective that this is drawn from / supports

<table>
<thead>
<tr>
<th>Name of Assessing Official</th>
<th>Nathan Barnhouse</th>
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<td>Head of Division</td>
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Part B: Gather and Assess Equality Evidence

Proposed Policy Strategy...Wales Transport Strategy ..........

Policy Strategy Aim: See Part A

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<tr>
<th>Equality Group</th>
<th>Evidence Source</th>
<th>Assessment</th>
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| Pan-equality issues | Welsh Assembly Government arranged equality engagement group 05.11.07  
In developing the Wales Transport Strategy, Welsh Assembly Government officials arranged a group which would represent each of the equality strands below. The group highlighted the following issues:  
- The importance of engagement with the wider community  
- The cost of transport, particularly for those reliant on public transport  
- The need for joined-up service provision  
- The need for service provision to reflect the needs of users  
- The actual and perceived safety and security of the transport system  
- The importance of street design. |           |
|                 | Bevan Foundation – Setting the Agenda: Priorities for Public Policy in Wales 2007-2012  
- A key element in the UK government’s strategy for full employment is removing the barriers to work: however, public transport is all but non-existent outside peak times in many parts of Wales.  
- Many commercial transport services end around 6 p.m., whilst fares are steep, especially for families. |           |
**Bevan Foundation – Accessibility for all – public transport and social inclusion in Wales**

- Access to services and facilities is central to the life chances of socially excluded groups of people and communities.
- Although tackling social exclusion has been a high priority in Wales, the importance of transport is only now being recognised and policy and practice need further development.
- Certain groups in society, such as households on low incomes, women, the elderly and people with some disabilities, are less likely to have access to a car than other groups. They tend to travel less often and for shorter distances, and when they do travel most often use the bus.
- Five different types of barriers to travel that people who are socially excluded face:
  - The availability of transport and its physical accessibility.
  - The safety and security of transport.
  - The cost of transport.
  - Limited travel horizons.
  - The location of services.
- 25 per cent of households in Wales in 2004 do not have a car. Levels of car ownership are closely linked with the age and number of adults in the households. Half of lone parents lack a car and two thirds of single pensioners do so. By contrast, fewer than a tenth of working-age couples lack a car, and only a fifth of pensioner couples.
- Among households without a car, two-fifths describe the local bus service as failing to meet their needs for travel to the town centre or the shops while two thirds say it does not meet the need for travel to hospital appointments.
- Dissatisfaction is highest in the Valleys, at 80 per cent yet the proportion of people with daily access to a car is lowest here at 55 per cent.
Poor information accessibility can pose a barrier to public transport use that is as serious as the potential barriers of physical access to public transport services.

Transport modelling techniques commonly used by British local authorities do not in general deal well with activity participation and accessibility. There are four main weaknesses:

- The treatment of accessibility tends to be focused largely on accessibility to public transport stops and interchanges, rather than on the characteristics of the complete door-to-door movement.
- The analysis of accessibility is dominated by spatial and topological considerations, with little or no account taken of temporal and financial aspects.
- No account is taken of the actual pattern of movement that are desired nor of the fact that travel and activities are linked in chains.
- The nature of the activity undertaken at the destination is often not well represented by conventional trip purpose classifications.

Five broad dimensions of transport related social exclusion:

- Physical
- Economic
- Temporal
- Spatial
- Psychological

Inadequacies in transport provision (either in terms of access to the system itself or the level of service provided by the system with respect to key destinations)
and facilities) may create barriers limiting certain individuals and groups from fully participating in the normal range of activities, including key activities such as employment, education, health care, shopping and social interactions. This concern focuses attention on the link between transport provision and activity participation and the role of accessibility (both to the transport system itself and within the system from origin to destination), issues that have long been the focus of transport analysis.

**DfT – Customer care and corporate culture in public transport**

- Staff attitude is an important part of the overall package and, if it is poor, it is yet another hurdle to using public transport. By contrast, friendly and informative staff can reduce the stress of other problems such as poor information, unreliable services, or confusion over concessionary fares.

**DfT – Social exclusion and the provision of public transport**

- This study looks not at general social exclusion, but at certain deprived neighbourhoods.
- There are clear connections between transport and social exclusion. This was particularly marked among unemployed people, families with young children, young people, older people, and all those on low (benefit level) incomes.
- In rural areas, socially excluded people are not found in dense numbers like in urban areas. However, transport is a very important consideration to many rural and small-town/village dwellers, and to most of those who have no access to a car.
- Availability is a key issue. Considerations should include extending, changing or standardising concessionary fares eligibility and looking at fares differentials.
- Availability and accessibility are also key issues. There is a need to try to define what is an acceptable basic minimum mobility/access provision. There is also a need to define how much travel an individual should be prepared to undertake, e.g. access to work.
Enhancing social mobility requires more physical mobility. Given the current distribution of opportunities, some people need both to be able to travel more and to accept the need to travel more if they are to be socially included. This may appear to lead to a short-term conflict with the objective of reducing the need to travel.

The current distribution of travel patterns is both a cause and a result of travel possibilities. It has generated an urgent need for more flexible public transport provision to be considered.

Improvement of travel possibilities might make areas more desirable to live in. However, while it could enhance the lives of many people, it could also possibly accelerate the loss of facilities from the area unless care is taken to make sure that the travel is two way.

It would seem that those who are dependent on a service tend to know their way around it in some detail. However, this applies to journeys regularly undertaken; there seems to be more of a problem with information for unfamiliar journeys. Even regular public transport users are not aware of other possibilities open to them.

Transport does not often appear to be one of the primary preoccupations of socially excluded people in urban areas. Previous studies have shown that is a significant preoccupation for some older people, people with disabilities, women at night, and younger people with no car. But the fact that it is not a primary preoccupation for some groups does not necessarily mean that it is not part of the problem of their exclusion.

On the other hand, in rural areas, transport problems are a primary preoccupation for a much wider group of people because access to most facilities is almost impossible in some areas without a car.

The more mobility there is, the greater becomes the expectation of mobility.

There is conflict between the improvement of transport and the improvement of a neighbourhood. If better transport facilitates easy movement out of the
neighbourhood, to jobs, schools, shops etc. that are perceived as better, then it could hasten the further decline of the neighbourhood.

- There is also a conflict between reducing the need to travel and the need to increase the travel opportunities of socially excluded people if they are to participate more fully in society. However, the two objectives need not necessarily conflict.
- There seems to be a problem for people with low incomes and/or irregular schedules in buying cheap weekly tickets. If a person’s travel cannot be foreseen, then buying a period ticket is expensive and highly risky in terms of potentially wasted money.
- Getting to the bus stop or station was problematic for personal security reasons, not during the day, but at night when a significant number of people did not feel safe on foot in their neighbourhood.
- There is a need to see how far feeder services, possible from some form of flexible transport, together with adequate waiting facilities, could be used to ferry people to and from transport nodes on well-served routes, both in urban and rural areas. Examples of possible complementary transport include voluntary transport, shared cars, or shared taxis.
- The voluntary sector has a considerable contribution to make. In socially excluded areas community transport could make a far greater contribution than simply the provision of transport from A to B. It tends to fulfil not on the access but also the social functions of public transport. Community transport groups also have potential for the employment of semi-skilled labour and are already performing a number of training function both within and outside the transport sector.

**Bevan foundation – Active Lives: Physical activity in disadvantaged communities**

- In comparison to many other regions of the UK and Europe, the health of people in Wales, particularly the south Wales valleys, is poor. Good health is not evenly distributed across the population.
- The prevalence of child and adolescent obesity in Wales is one of the highest in the world.
- People are discouraged from walking if they do not have a safe, accessible, convenient place in which to be active.
- Certain groups, for example people with obesity and/or mental illness, face the additional personal barriers of poor body image and feelings of vulnerability.

Likely Impact: low, medium, high, unknown
Through the mechanism of the NTP and RTPs: high.

<table>
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<th>Age</th>
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<td><strong>DfT - Social exclusion and the provision of public transport</strong></td>
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<td>- The logic behind why older people, rather than young people and/or those on low incomes, are the main beneficiaries of concessions, seems to be historic. Young people need to be able to travel and cannot always afford it, especially over the age of 16 when they should be independent, but concessionary tickets are often unavailable.</td>
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<td>- Easy use of public transport, if it is affordable, can help to broaden the horizons of young people and give them a far greater set of opportunities than that available to the travel poor. Young people use of public transport can also be limited by their ignorance of its possibilities.</td>
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| **DfT – Young people and transport: Their needs and requirements** |  |
| - Until the age of about 10, there is little difference between travel of boys and girls; they are mainly car passengers, with the rest of their travel mainly on foot (including pushchairs). |
| - At around the age of secondary school travel by car decreases and bus use begins to increase. Boys become more likely to use bicycles, and girls begin to make more trips overall than boys. |
| - Travel by other modes, including rail and taxi, become more significant from about 16, and car travel increases again as some young people start to drive. |
| - From the age of 5 to 15, education accounts for 35-40 per cent of trips. From
15, work trips start to feature, although young women make a higher proportion of shopping trips.

- There are clear differences between the travel to school of primary and secondary children. In each group, more walk than use any other single mode. For primary age children, the next most use mode for school travel is the car, but for older children buses are used more frequently than cars.
- For primary aged children, 92 per cent of trips of less than a mile were on foot in 2002/03.
- Children’s travel to school varies considerable according to household car ownership. About one child in six in the 2002/03 NTS sample lived in a household without a car.
- Children living in households with two or more cars travel much further to school than those in single car households, who travel further than those in households without cars.
- Having a car also enables families to have more choices of school for their children, and some families may buy a second car so that their children can attend a particular school not easily accessible in other ways.
- For younger children, parents were mostly likely to give traffic danger as the reason for accompanying children to school, followed by fear of assault or molestation. The most common reason for accompanying the older children was that the school was too far away, followed by traffic danger and fear of assault or molestation.
- Cost and accessibility issues can act as a barrier for young people attempting to access further education, jobs and key services. Transport can act as a barrier in terms of there being a lack of suitable routes, affordability, times of operations and reliability. The choice of employment available or the ability to take up a job offer can be limited by inability to travel to a place of work. A lack of transport can also affect access to leisure/shopping activities, which can lead to increased levels of ‘anti-social' behaviour.
Research also suggests that transport issues can affect 15/16 year-olds decision-making about whether to engage in post-16 education.

Young people with disabilities face reduced participation in education, employment and training and leisure activities. Accessibility to transport modes may be an important factor in increasing their social inclusion.

Access problems made part-time evening jobs unviable, either because of the cost or time taken to travel.

The rise in bus fares at age 14, 15 or 16, due to child concessions ending, could be problematic for those from disadvantaged groups.

A fairly common theme reported by young people is one of bus drivers not accepting the validity of bus passes, particularly at weekends.

Both young people and parents perceived security as a problem on buses, primarily at night and particularly in inner city areas.

Young people seem to have information needs that are not being met, including a lack of information about fares, difficulties understanding timetables and lack of publicised warnings when services changed.

Children were put off cycling by what they perceived as poor facilities, fear of crime and fear for personal safety. The barriers to young people cycling, therefore, were significant and included:
- Lack of cycle lanes or lanes that are too narrow
- Fear of traffic and lack of driver awareness of cyclists
- Fear of bike theft

Boys tend to be more willing to walk than girls.

The perception of the safety of traffic when travelling by foot, including when using crossings, can limit the choice of walking.

Overall, young people felt that their views were not listened to. There was also a belief that as young people they would not be taken seriously (or as seriously as adults).
Walking, using buses and getting lifts are the main modes used by young people. Girls are more likely than boys are to use less independent modes such as getting lifts. Boys are more likely than girls are to cycle.

Key ages in transport use for young people appear to be 13, when they begin to travel more independently and 16, when access to education and employment can become restricted because of the greater distances required to travel.

**DfT – Older people: Their transport needs and requirements**

- Transport provides an essential link to friends, family and the wider community – a vital lifeline to maintaining independence. Research has shown that a lack of mobility can prevent older people from participating in social activities and lead to low morale, depression and loneliness. It can also impact upon others, such as carers, social services and health agencies.
- Despite the rising number of older driving licence holders, declining driving ability and financial constraints mean that many motorists will have to adjust their driving practices and probably ultimately give up their car. A high proportion of the older population will be dependent on public transport. However, evidence suggests that many will experience difficulties in using bus and rail services.
- Amongst the largest barriers to mobility are physical difficulties associated with walking and accessing public transport. Poor access to travel information can also deter potential users. Lack of awareness, particularly awareness of special transport schemes can mean that those with the greatest need fail to benefit from services that have been specifically implemented to help them.
- Older people worry more about their safety because they are likely to be more severely injured, take longer to recover and suffer greater psychological impact that a younger person in a similar incident.
- A common theme through the study was the poor attitude of transport providers and drivers and their failure to meet customer needs. For example, isolated stops, badly lit waiting areas and moving off before passengers are seated.
Cost is a significant factor determining people's ability to travel as often as they would like. The high cost of rail fares, compounded by the inaccessibility of many railway stations is a major deterrent to using a train. Fuel and car insurance prices are also impacting on the travel patterns of older people using cars. Taxis are an important mode of travel for those who do not have a car available to them and are unable to use public transport because of mobility or timetable constraints. However, there is evidence that high fares and uncertainties about how much the trip will cost are deterring potential users.

For those with more severe mobility impairments, community transport provides a valuable service, but often has barriers of its own, such as long advance booking times, a restricted choice of destinations, limited operating hours and anxiety over completing the return trip.

Improvements in accessibility will go some way towards increasing the availability of public transport by better meeting the needs of older and disabled users with 'mainstream' transport.

DfT – *Transport Trends: 2007 edition*

- The proportion of trips made by each mode of transport varies with age. In 2006, the proportion of trips people made on foot decreased with age up to their forties and fifties, after which it started to increase again. Individuals aged under 17 made 34 per cent of their trips on foot on average in 2006. This fell to 19 per cent for people in their forties and fifties, and then increased with age to 25 per cent for people aged 70 or more.
- The proportion of trips made as a car driver or passenger shows the opposite pattern. In 2006, people aged under 17 made 53 per cent of their trips by car on average. This increased to 72 per cent for people in their forties and fifties, and then decreased with age to 58 per cent for people aged 70 or more.
- The proportion of bus and coach trips is small for most age groups apart from those aged 17-20 and over 70 who made 15 per cent and 12 per cent of their trips by bus or coach in 2006 respectively. For the older age group, the
Increased percentage of trips by bus could be due to a combination of factors including lower percentage of driving licence holders, concessionary fares making travel cheaper and, since April 2006, free local off peak bus travel.

**Welsh Consumer Council** – *People without cars*
- The young (16-24) and the old (over 65) have less access to cars than the mid age groups.
- Only a third of all people aged over 65 have someone else living in their household who are able to give them lifts.

**Likely Impact:** low, medium, high, unknown

Through the mechanism of the NTP and RTPs: high.

## Disability

**Guide Dogs** – *Shared Surfaces: the implications for disabled people*
- The pedestrian environment must be inclusive and safe for all users. Where there is no clear pedestrian area, as traditionally distinguished by a kerb, there are access and safety implications for disabled people – including those with physical, sensory and learning difficulties.

**DfT** – *Review of the road safety of disabled children and adults*
- There is some evidence to suggest that children with hearing or vision impairments are at increased risk of involvement in road accidents.
- Children with Attention Deficit Hyperactivity Disorder have also been found to be over-represented among child causalities from pedestrian and cycling accidents.
- The risk of fatal pedestrian accidents among adults with learning difficulties appears to be two to three times greater than among the general population.
- Data on the prevalence of various disabilities among children and adults, their accident involvement and their exposure are largely unavailable. It is, therefore, difficult to quantify the extent to which disabled people are at risk of road accident involvement compared with their non-disabled peers.

**Leonard Cheshire** – *Mind the Gap*
- Inaccessible transport has an extensive impact on the lives of many disabled
As a direct consequence of inaccessible transport, disabled people’s access to employment and training opportunities is limited. Many disabled people are unable to access the healthcare services that they need and they are also unable to utilise leisure facilities. Disabled people are also regularly missing out on socialising with family and friends. The difficulties caused by inaccessible transport are exacerbated for those respondents with visual impairments and disabled people without access to a car.

DfT - Social exclusion and the provision of public transport
- Physical accessibility to vehicles and to destinations is a problem to people with disabilities, people carrying things, and people with buggies.
- The provision of infrastructure has, however, not always kept pace with the provision of vehicles. Bus services exist where it is possible to board and alight from a vehicle at some but not all stops, for example. Bus stops may be difficult to access because they have to be reached via a busy road and there is no crossing place, or they may be dangerous to access because the route is poorly lit.
- Even where transport is physically accessible, actual use may be limited because the presentation of (or lack of) information makes it too difficult for some people to use. This is seems to be distinctive when travelling to new destinations.

Likely Impact: low, medium, high, unknown
- Through the mechanism of the NTP and RTPs: high.

Gender identity
- Equal Opportunities Commission – Promoting gender equality in transport
  - Social and economic factors, physical differences between women and men and gender differences in power and vulnerability all have an impact on the
differences in transport use between women and men.

- Women often have the primary responsibility in the household for childcare, the care of older, sick or disabled relatives and for domestic work. They have different time use patterns and employment characteristics to men and fewer financial resources. These factors influence the journeys they make and the times at which they travel in different ways to those of men.
- The design of buses still takes insufficient account of the difficulties experienced by women who are encumbered by accompanying children or shopping or both, or people who are mobility restricted.
- Women are more likely than men to feel insecure and vulnerable to attack, which can restrict their travel at particular times, for example at night.
- Although men and women make a similar number of trips each year, men tend to travel further than women.
- Men are also more likely than women to travel as car drivers, while women are more likely to travel as car passengers, or on foot. In 2002, 49 per cent of men’s trips were conducted as car drivers, compared with only 35 per cent of women’s trips. Women are slightly more likely than men to travel by public transport, especially to work, with their greater use of buses outweighing men’s slightly greater use of trains.
- Women and men also travel for different purposes. Men are more likely to do so for commuting and business reasons, whereas women are more likely to do so for shopping or taking children to school.
- Average commuting time is slightly longer for men than for women, with by far the biggest gender difference being for those who commute by rail. Women are more than twice as likely as men to walk to work.
- A higher proportion of adult men than adult women have full car driving licences in all age groups.
- Individuals in the lowest income group (a category which will contain many lone
parent households, which are predominantly headed by women) were twice as likely to make trips by public transport (bus, coach or rail) as those in the highest real income group in 2002. Conversely, more than half of all trips by those in the highest income group were made as car drivers, compared with less than a quarter of those in the lowest income group.

- The failure of the transport system to serve the needs of women on low incomes to gain access to hospitals impedes their access to ante-natal care, while poor public transport contributes to the cost to the NHS from missed appointments.
- Women’s poorer access to transport provision than men has also affected their access to training and employment opportunities and to a range of specific services, such as to local hospitals. Transport problems also impede purchase of healthy food by poorer families because it is harder for them to travel to supermarkets.

**Bevan Foundation, Equal Opportunities Commission** – *Measuring up: Progress towards equality for women in Wales*

- There has been a considerable decrease in the gap between the proportion of women and men with full driving licenses. By 2002-4, 59 per cent of women held such a license compared with 82 per cent of men.

**Welsh Consumer Council** – *People without cars*

- Women are more likely to be users of public transport than men.

**Welsh Consumer Council** – *Gender and bus travel in Wales*

- Women are less likely to have choice in forms of transport.
- Although men tend to do more commuting, women are more likely to work irregular shifts and need to commute outside normal working hours.
- Women are more likely to be carers and to take escort trips.
- Women are more likely to travel with luggage, bags and pushchairs.
- Women are more likely to have a physical condition which makes it difficult to
use the bus.

- Female bus users are more likely than male bus users to say they would prefer to travel by car.
- Female bus users are twice as likely as male bus users to say they feel unsafe using the bus at night.

**DfT – In-car safety and the personal security needs of female drivers and passengers**

- Behavioural and physical differences exist between male and female car passenger car drivers. As a result women are more vulnerable to certain types of injury than their male counterparts.
- Women make fewer and shorter trips as a car driver compared to their male counterparts. Comparing the ratio of annual mileage with that for collision involvement as a driver, female drivers account for a quarter of total mileage but a third of all injury accidents.
- The UK national accident data shows that women are the driver in a higher proportion of collisions than men where the road layout includes some form of junction (including roundabouts and slip roads).
- Women tend to drive smaller and lighter cars than men, a situation that is intrinsically disadvantageous and reflected in the higher proportion of female drivers injured compared with men.
- Generally cars are not designed to suit women’s anthropometric characteristics or their journey requirements.

**DfT – Women and public transport: The checklist**

- Women continue to be primarily responsible for domestic work, including shopping and child rearing. In 1995, a comparison of men and women aged 16 and over showed that men spent on average 0.42 hours per day on domestic work compared with 2.24 hours spent by women.
- As a result in the age structure of the population there are now more older
people in need of home-based care and more people whose mobility has become restricted with age. The carers of sick and elderly adults are nearly always unpaid, and almost exclusively women.

- Part-time work, close to home, is sought by women. Women are concentrated into lower-level jobs where there is a high proportion of part-time staff.
- Women’s use of public transport is underpinned by their need to juggle a number of obligations into their day. Much of this activity is local: a part-time job, the food shopping, taking a relative to the doctor, ferrying the children to and from school. Where finances are restricted and the family has only one car, the man usually has first call on its use. Regular, reliable and affordable public transport is crucial to managing the range of tasks that have to be fitted into the day.

**DfT – Public transport gender audit evidence base**

- Transport is an essential part of women’s lives: it determines access to a wide range of resources including employment, child care, education, health and the political process. Furthermore, women are the majority of the public transport market, therefore women’s needs and issues have key relevance for planners and decision makers.
- The sexual division of labour within the household persists. The result has been an expansion of women’s roles rather than the achievement of gender role equality: any one woman can combine the roles of, for example, paid employee, student, unpaid domestic labourer, and carer of children, sick or elderly people. Women continue to be responsible for domestic work, including shopping and child rearing.
- Women’s primary responsibility for child care and the lack of adequate day care facilities substantially limits women’s employment opportunities. When day-care is available it is often not for sufficient hours to enable a woman to work full-time, should she want to. On all measures of socio-economic status including income, housing tenure, and working status, lone mothers are disadvantaged compared with mothers in couples: 70 per cent of lone mothers had incomes which were
less than 50 per cent of the median.
- There are now more older people in need of home-based care. The carers of these sick and elderly adults are nearly always unpaid, and are almost exclusively women.
- Part-time work opportunities are important to women, particularly local opportunities. This further means that women tend to be concentrated into lower-level jobs where there is a high proportion of part-time staff and they are more likely to be precluded from higher-level jobs.
- The fear and threat of violence limits not only women’s sense of security and safety, but also their behaviour.
- Available information indicates a fairly even split between men and women in respect of total number of journeys made.
- Over all ages and all modes, men tend to travel 40 per cent further than women.
- Journey length varies markedly by journey purpose. Shopping trips and escort education trips tend to be shorter than journeys to the place of paid employment: shopping and escort education trips accounting for a higher proportion of women’s travel.
- The great majority of trips are made by car, with typically men driving and women as passengers.
- Women are in the majority on buses and on foot, men on trains (slightly), motor-cycles and bicycles.
- Analysis of journeys per person per year showed that women made 30 per cent of their journeys on foot (compared to 25 per cent for men), 30 per cent as a car driver (men, 47 per cent), and 28 per cent as a car passenger (men, 17 per cent). In addition, 7 per cent of women’s journeys were by bus (men, 5 per cent), 2 per cent by rail (men also 2 per cent), and 1 per cent by taxi (again same for men). Only 1 per cent of women’s and 2 per cent of men’s journeys were by bicycle.
Overall, women made some 25 per cent more shopping trips than men in 1995/97. In the 30-39 age group, 16 per cent of women’s journeys were to make escort education trips, compared with only 3 per cent for men of the same age.

The phenomenon of ‘trip-chaining’ appears as much amongst men as women but the purposes for which the ‘chains’ are constructed differ widely. Shopping is more likely to be done by women on the way home. Men are more likely to chain two escort education journeys, and women are more likely to go on to the shops after taking children to school.

Because women are far more likely to be in part-time employment, and to be making social visits to families and friends, they travel more often off-peak than men; while because of women’s fear of violence and aggression means that they are far less willing than men to travel after dark.

Two-thirds of female licence holders are the main driver of a household car compared with four-fifths of male licence holders.

The availability of a car for personal use has major effects on travel patterns, and it is clear that where this is only one car and there is a male driver in the household it is overwhelmingly the male driver who has first call on it.

Women travelling with young children had most difficulty travelling by bus; including problems boarding and alighting, tendering a fare while standing and getting to one’s seat on a moving vehicle.

A second major area of concern was bus design, with step-height and inadequate luggage space the most frequently mentioned problems.

Women reported a strong dislike of waiting around at bus stops, particularly in bad weather, and existing provision of shelters and seating was felt to be inadequate and badly designed. Bus stations also came in for criticism for being bleak, inconveniently located, lacking in facilities and for being places where women felt unsafe in the evenings.
Another major deficiency was routing, with numerous examples of journeys that women found either impossible or impracticable to make by public transport. A large proportion of these were non-radial journeys. Journeys to hospital tended to be particularly difficult. The other major area of a women's transport needs which was not well-served by existing provision were the multi-purpose journeys.

Fare levels did not emerge as a major area of dissatisfaction: off-peak fares and other discounts were felt to be good value. However there were complaints centring around journeys involving transfer between services that required the payment of two or more fares.

Crime and personal safety are top of many women’s concerns, particularly when travelling on public transport in London. The British Transport Police indicates that the majority of theft victims are female, while the majority of victims of violence are male.

Women tend to feel significantly safer on buses than on trains at any time of the day or night. There are still problems about safety on buses, but the overriding issue is safety at the bus-stop and walking to and from it.

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- On average, women made slightly more trips than men.
- Up to their fifties, women made more trips than their male counterparts, but amongst people aged 60 and over men made more trips than women.
- Since 1996, there has been a 15 per cent increase in the number of trips women made as car drivers, although the average number of trips by all modes combined fell by 1 per cent over this period. In contrast, the total number of trips by men fell by 8 per cent, and the number of car driver trips fell by 9 per cent.
- The average number of trips on foot has fallen by 17 per cent for men and by 14 per cent for women since 1996.
- Despite women making slightly more trips than men, men travelled much further. In 2006, men travelled on average about 7,970 miles, whilst women travelled
around 6,330 miles.

- The difference in distance travelled among men and women is greatest for those in their fifties, with men travelling around 10,800 miles a year and women travelling around 7,460 miles.
- For men, the average distance travelled increases with age up to their forties, after which it starts to fall. For women, average distance travelled increases with age until they are in their thirties, and then declines.

<table>
<thead>
<tr>
<th>Likely Impact: low, medium, high, unknown</th>
<th>Through the mechanism of the NTP and RTPs: high.</th>
</tr>
</thead>
</table>

**Race**

DfT – *Public Transport Needs of Minority, Ethnic and Faith Communities Guidance Pack*

- At present there is inadequate understanding by service providers of the transport needs of minority ethnic and faith communities. A key reason appears to be that organisations fail to establish satisfactory communications with these groups.
- The views of minority ethnic and faith communities are often left out of consultation and customer care surveys, either because they are not selected to participate in the first place or because sample numbers are too small for analysis.
- Minority ethnic and faith communities have extra problems as users of the transport system but many of these problems could be overcome by good customer care.
- Organisations can gain positive benefits from employing minority ethnic and faith communities staff at all levels but there is a specific need to improve their representation at managerial and senior positions, where they could improve understanding of diverse needs.
- Minority ethnic and faith communities are frequently dependent on public transport but are very concerned about racist attacks and all aspects of personal
safety on the transport network, including when walking or waiting at bus stops or in stations. The fear can be a barrier to using the transport network to access key facilities and employment opportunities.

- Transport services often do not reflect the travel patterns or needs of changing local communities. Many routes are radial, focused on town centres, so people needing to travel between locations outside the centre have to change buses or trains more frequently. This makes journeys longer, more complicated and expensive. Given the location of many ethnic community shopping and other facilities, this can have an unintentional discriminatory effect.

- Young people from minority ethnic and faith communities are very concerned about bullying and violence on the transport network, both on vehicles and while waiting at bus stops and stations. Anti-social behaviour by young people causes anxiety to other public transport users and to staff. For the same reason, many schoolchildren and their parents are also anxious about using school buses.

<table>
<thead>
<tr>
<th>Likely Impact: low, medium, high, unknown</th>
<th>Through the mechanism of the NTP and RTPs: high.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Religion and Belief</strong></td>
<td>DfT – Public Transport Needs of Minority, Ethnic and Faith Communities Guidance Pack – see bullets above.</td>
</tr>
<tr>
<td>Likely Impact: low, medium, high, unknown</td>
<td>Through the mechanism of the NTP and RTPs: high.</td>
</tr>
</tbody>
</table>
| **Sexual Identity**                        | Note: Sexual identity will cover the issues affecting lesbian, gay and bisexual people and will also discuss transgendered people since that, although the issues for people from each group are different, the social expressions of prejudice and discrimination are largely similar. It is recognised that gender identity (being transgendered or non-transgendered) is separate from one’s sexual orientation. Stonewall – *Living Together: British attitudes to lesbian and gay people*  
- Almost 17 million adults witnessed homophobic bullying at school. |
Almost 4 million people have witnessed homophobic bullying at work.

The Intercom Trust – The Extended Neighbourhood

- There are widespread consequences in terms of social isolation, and inability to get safe access to appropriate public services. Worse, many members of this large minority, when threatened, attacked or discriminated against, have to balance the possible benefits of asking for help with the risks associated with losing more of the invisibility which they regard, in much of their lives, as their protection.
- The situation for LGB people and Trans people is virtually unique not only within the general population but with the seven equality strands: many cannot seek a remedy when it is most needed without sacrificing their right to a private life.
- LGB/T people, when surveyed in large and inclusive samples, are generally found to be disproportionately represented in the lower percentiles for educational qualification and for income, and in the upper percentiles for depression and for self-medication with alcohol and other drugs.
- On transport there are issues which particularly affect members of the extended neighbourhood. Many LGB/T people in the rural districts would only access appropriate social activities, support groups, or help and advocacy services, by public transport. As a result most of these services are in practice inaccessible to them, especially if they are only made available in the evenings. The people most seriously affected by this problem are those with limited mobility, the elderly, the poor, and above all the young.

Diversity Matters Hastings/Hastings Rainbow Alliance – Report into Homophobic and Transphobic Hate Crime in Hastings

- 11% of the LGBT community reported that they avoided public transport, 56% avoided going out at certain places with 33% avoiding going out at certain times.

The Intercom Trust – A Firmer Foundation

- There are no accurate demographic figures for the proportions of the general
population who are heterosexual, or gay or lesbian, or bisexual. The research which could definitively answer this question has not been done.

- It is estimated that between five and ten per cent of the local population define themselves as lesbian or gay, while a further cohort of unknown size consider themselves to be bisexual to a degree or in a context that affects their self-awareness or their day-to-day lives.
- “Gender Identity Disorder manifests in approximately 1 in 12,000 people born apparently male, and 1 in 33,000 born apparently female.
- There is an extremely high level of experience of crime compared with that of the general population, but experience of crime is particularly high among urban residents, who show a profile of being more widely Out than their rural counterparts.
- There is a widespread perception that there are very effective barriers that prevent LGB/T people from accessing public services on a basis of need. Rural residents experience very high comparative levels of crime, but the figures are worse still for urban residents.

| Glasgow City Council – *Homophobia: Taking No Pride In Prejudice* |
|-----------------|-----------------|-----------------|-----------------|
| The number of people known to be lesbian or gay in any community is impossible to determine. |
| Studies suggest that numbers fall anywhere between 4% and 10% of any given population. |
| The **Beyond Barriers and Glasgow City Council Community Safety Partnership** community consultation event on the theme of community safety found that 50% of the LGBT community involved stated they felt unsafe on public transport. |
| The 1999 report on *Poverty and Social Exclusion of Lesbians and Gay Men in Glasgow* highlighted that, apart from homophobia, 72% of the 137 respondents felt that they had also suffered other forms of discrimination. Their accounts |
| Likely Impact: low, medium, high, unknown | Through the mechanism of the NTP and RTPs: high. |

showed that recognition of multiple discrimination is not adequate in current provision of services to lesbians and gay men.
Full Equality Impact Assessment

General Details

<table>
<thead>
<tr>
<th>Department</th>
<th>Division</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economy and Transport</td>
<td>Transport and Infrastructure Policy</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name of Policy / Function / Action Strategy</th>
<th>Is it new Yes / No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wales Transport Strategy</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Identify which aims of the policy Strategy have a potential equality impact and on which equality groups, or the opportunity to promote equality.

All of the long-term outcomes seek to improve the current transport environment. However, no details on how to achieve the aims are listed. In order to achieve the long-term outcomes in the short to medium term, a series of strategic priorities are outlined:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;
- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety, security and wellbeing.

Full Assessment undertaken by: Nathan Barnhouse

Director or Divisional Manager
Policy Writer / Lead
Catherine Mullin & Nathan Barnhouse

Other people involved in the assessment
Internal
External

Who are the main Policy Strategy Stakeholders

The Strategy aims to influence how transport is considered as a whole, covering every area of work of the Welsh Assembly Government and local government. The primary stakeholders, in terms of delivery, are:

- Other Welsh Assembly Government policy areas;
- Regional Transport Consortia;
- Local authorities; and
- Transport operators and providers (including community transport).
Full Impact Assessment - Evidence Sources

Policy:
Policy aim:

<table>
<thead>
<tr>
<th>Assessment of evidence</th>
<th>Strong</th>
<th>Satisfactory</th>
<th>Unsatisfactory</th>
<th>No Evidence/ evidence gap</th>
</tr>
</thead>
</table>

Record of evidence collected for each equality group.

### Pan-equality issues

<table>
<thead>
<tr>
<th>EVIDENCE</th>
<th>Welsh Assembly Government arranged equality engagement group 05.11.07</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bevan Foundation – Setting the Agenda: Priorities for Public Policy in Wales 2007-2012</td>
</tr>
<tr>
<td></td>
<td>Bevan Foundation – Accessibility for all – public transport and social inclusion in Wales</td>
</tr>
<tr>
<td></td>
<td>Transportation Research Group, Department of Transport, Local</td>
</tr>
<tr>
<td></td>
<td>Government and Regions – Traveller Information Systems Research: A Review and Recommendations for Transport Direct</td>
</tr>
<tr>
<td></td>
<td>Centre for Transport Studies, Imperial College; Mott MacDonald; Institute for Transport Studies, University of Leeds – Social Inclusion: transport Aspects (UG320)</td>
</tr>
<tr>
<td></td>
<td>DfT – Customer care and corporate culture in public transport</td>
</tr>
<tr>
<td></td>
<td>DfT - Social exclusion and the provision of public transport</td>
</tr>
<tr>
<td></td>
<td>Bevan foundation – Active Lives: Physical activity in disadvantaged communities</td>
</tr>
</tbody>
</table>

### Age

<table>
<thead>
<tr>
<th>EVIDENCE</th>
<th>DfT - Social exclusion and the provision of public transport</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DfT – Young people and transport: Their needs and requirements</td>
</tr>
<tr>
<td></td>
<td>DfT – Older people: Their transport needs and requirements</td>
</tr>
<tr>
<td></td>
<td>Welsh Consumer Council – People without cars</td>
</tr>
</tbody>
</table>
### Disability

**EVIDENCE**
- *Guide Dogs* – *Shared Surfaces: the implications for disabled people*
- *DfT* – *Review of the road safety of disabled children and adults*
- *Leonard Cheshire* – *Mind the Gap*
- *DfT* - *Social exclusion and the provision of public transport*

### Gender identity

**EVIDENCE**
- *Equal Opportunities Commission* – *Promoting gender equality in transport*
- *Bevan Foundation, Equal Opportunities Commission* – *Measuring up: Progress towards equality for women in Wales*
- *Welsh Consumer Council* – *People without cars*
- *Welsh Consumer Council* – *Gender and bus travel in Wales*
- *DfT* – *In-car safety and the personal security needs of female drivers and passengers*
- *DfT* – *Women and public transport: The checklist*
- *DfT* – *Public transport gender audit evidence base*

### Race

**EVIDENCE**
- *DfT* – *Public Transport Needs of Minority, Ethnic and Faith Communities Guidance Pack*

### Religion and Belief

**EVIDENCE**
- *DfT* – *Public Transport Needs of Minority, Ethnic and Faith Communities Guidance Pack*

### Sexual Orientation

**EVIDENCE**
- *Stonewall* – *Living Together: British attitudes to lesbian and gay people*
- *The Intercom Trust* – *The Extended Neighbourhood*
- *Diversity Matters Hastings/Hastings Rainbow Alliance* – *Report into Homophobic and Transphobic Hate Crime in Hastings*
- *The Intercom Trust* – *A Firmer Foundation*
- *Glasgow City Council* – *Homophobia: Taking No Pride In Prejudice*

### Promoting Equality

**EVIDENCE**
Summary of the Assessment

**Policy Strategy:** Wales Transport Strategy

<table>
<thead>
<tr>
<th>Differential Impacts Identified</th>
</tr>
</thead>
<tbody>
<tr>
<td>The differential impacts identified have contributed to the development of the Wales Transport Strategy. As a strategic level document, the Wales Transport Strategy has flagged the key issues, which will then feed into the development of the more detailed National Transport Plan and subsequent programmes of work.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Opportunities to Promote Equality Identified</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Wales Transport Strategy emphasises the importance of promoting equality, particularly through engagement with user groups and the active involvement of disabled people during development, and through improving access to and the accessibility of transport for all people in Wales. An equality engagement group was established to discuss the issues around the Wales Transport Strategy, with representatives from each of the equality strands asked to take part. There is an opportunity to promote equality through the continued use of the equality engagement group during the development of the more detailed National Transport Plan.</td>
</tr>
</tbody>
</table>
Full Impact Assessment Action Plan

<table>
<thead>
<tr>
<th>Where differential impact has been identified what actions will be taken to remove or minimise the effects?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Actions taken or proposed</strong></td>
</tr>
<tr>
<td>The impacts/issues flagged will contribute to the development of the National Transport Plan and subsequent programme/projects.</td>
</tr>
</tbody>
</table>

**Justification:** A differential impact is identified but there is a legitimate reason for not taking action to remove or minimise the impact.

**Opportunities:** Please state actions designed to maximise positive effects.

<table>
<thead>
<tr>
<th>Actions taken or proposed</th>
<th>Rationale</th>
<th>Who will benefit</th>
<th>By when</th>
<th>Who is responsible</th>
</tr>
</thead>
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SEDU has agreed Action Plan....................................................................................................................................................

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