



**Community
Transport
Association**

Response to the
Equalities Team

**The Mayor's Equality Framework:
Equal Life Chances for All**

Closing Date: 20th February 2009

Community Transport Association

The CTA is a rapidly growing national charity giving voice and providing leadership, learning and enterprise support to member organisations, which are delivering innovative transport solutions to achieve social change. CTA UK promotes excellence through providing training, publications, advice and information on voluntary, accessible and community transport.

Voluntary and community transport exists to meet the travel and social needs of people to whom these would otherwise be denied, providing accessible and affordable transport to achieve social inclusion.

The CTA's vision is *“of a society free of social exclusion and injustice where everyone has mobility and access to the services they require”*.

The CTA is the representative body for third sector passenger transport operators in the UK. CTA member organisations are involved in the provision of transport, especially accessible services.

The CTA is the UK's largest provider of training, advice and information on accessible, voluntary and community transport provision. The CTA is part - funded by the Department for Transport, the Welsh Assembly Government and the Department for Regional Development (Northern Ireland) and has a dedicated team to support its work in London.

The CTA's response to the consultation

The CTA welcomes the opportunity to contribute to the London Assembly's consultation process. Our response takes the form of comments on each of the proposals contained in the consultation document.

Contact details

Any queries regarding this response should be directed to:

Scott Rosser
Director for London
Community Transport Association UK
4th Floor Kingsgate
1 Bravington's Walk
London
N1 9AE

Tel: 0207 278 2528
Email: scott@ctauk.org

The priority areas

The Mayor wants to see a London where there are equal life chances for all. His vision of achieving this is by working with the Greater London Authority (GLA) group, partners and stakeholders to:

- implement actions that will benefit all London's communities, and set the highest standards in our policies and practices
- deliver inclusive services that benefit all London's communities and are provided by workforces that reflect and understand these communities
- share the capital's success with all Londoners by ensuring our great city's diverse communities are celebrated
- support the development across the London economy of diverse markets, workforces and suppliers, in particular through the GLA group, Diversity Works for London and Responsible Procurement programmes
- ensure delivery of an accessible and inclusive London 2012 Olympic and Paralympic Games
- encourage London's communities to work together to foster community cohesion
- encourage the GLA group, local authorities, the public, voluntary and community sectors to adopt and work towards an equalities framework that delivers equal life chances for all
- identify and share learning about communities' lived experience of London life and what works best to promote a better quality of life for all Londoners.

The CTA very much welcomes the policy direction, however many of the aspirations of the document rely on existing commitments and there is little reference to how this framework will interact with other policy and planning areas within the GLA group. The CTA would like to see a consistent approach to issues of equality across the GLA group. The CTA has specific comments on the priority areas listed below:

Vision aim 2 - Deliver inclusive services that benefit all London's communities and are provided by workforces that reflect and understand these communities

A key commitment made here is towards more accessible, affordable and safer transport for communities. This aspiration is an admirable one, which the CTA fully supports, although we would want to see this commitment inform both the Mayor's Transport Strategy and also other GLA group policies which are developed.

Given that London has 24 community transport organisations providing services across 30 of the London boroughs, the CTA would be keen to see a commitment under Vision aim 2 to support community transport organisations engaged in delivering innovative transport solutions to the local communities they serve across London.

Community Transport in London works with over 5,000 local voluntary groups across a range of different, diverse communities – from day nurseries in high-rise estates, to shopping and social groups for older people; and from local sports teams, church groups and scouts, to foster groups and new refugee communities. Community transport has the potential to develop further in London, especially with the experience, local knowledge and expertise that our members have in delivering services to some of the most isolated and vulnerable people. These projects are perfectly placed to deliver equitable solutions to the communities they serve.

The CTA advocates that a stronger commitment should be developed between City Hall, the boroughs and other stakeholders required to implement these strategic goals. The CTA believes that although there is now better engagement between the boroughs and the voluntary transport sector, there is still no commitment to allocate funding for improvements to accessible transport. The CTA would urge that this be addressed in the Mayor’s new Transport Plan with adequate funding identified and allocated to ensure improvements can be made. Therefore, the Mayor’s Equality Framework must inform the Mayor’s new Transport Plan and the planning and funding of accessible transport within it. We suggest an additional outcome be developed to assess and implement the viability of improved access to services:

WHO DELIVERS	DESIRED OUTCOME	MEASURE TO MONITOR	PRIORITY GROUPS
GLA group partner – TfL/ Boroughs/ CTA	Improvements in the accessibility of travelling.	Allocation of funding to support flexible, routed services through community transport to complement the wider public transport network.	<ul style="list-style-type: none"> • Disabled people • Older people • Young children

Vision aim 4 - Support the development across the London economy of diverse markets, workforces and supplier, in particular through the GLA group, Diversity Works for London and Responsible Procurement programmes

The CTA welcomes this aspiration; especially as many of our members are social enterprises that wish to move away from a reliance on grant funding. However, the CTA would like to see stronger outcomes within Vision aim 4 that relate to this issue, as all too often, many social enterprises find that their bids for work are ignored as contractors focus on lowest price. The CTA would like to see real consideration; support and value placed on supporting the social enterprise sector and the addition of social clauses within contracts, especially as the addition of social clauses to contract is a cost-neutral

approach to supporting social enterprises and companies that are keen to reinvest in the local communities:

WHO DELIVERS	DESIRED OUTCOME	MEASURE TO MONITOR	PRIORITY GROUPS
GLA Group/Partners/ Londoners/CTA/ Social Enterprise London	Social Enterprises commissioned to deliver services, creating a legacy of sustainable development within the sector. Support of social enterprise and contracting through social clauses in contracts.	Percentage of social enterprises winning contracts, value of contracts against commercial contractors.	<ul style="list-style-type: none"> •Women's businesses •BAME businesses •Disabled people led businesses •Social Enterprises

Vision aim 5 - Ensure delivery of an accessible and inclusive London 2012 Olympic and Paralympic Games

The CTA wishes to work with all of our stakeholders in the delivery of an inclusive and accessible Games. We have worked closely with the Olympic Delivery Authority in assisting the development of the Games Network of Accessible Transport and the Accessible Transport Strategy. The CTA would like to see the approach adopted in the development of transport solutions for the Games being used as a template for planning and transport development across London. This should form part of the legacy of the Games, and would lead to a better integration between some of the most disadvantaged communities and a much enhanced network of transport across the Capital. As such, we suggest a further outcome be included:

WHO DELIVERS	DESIRED OUTCOME	MEASURE TO MONITOR	PRIORITY GROUPS
Partners	Transport to be planned from an integrated, multi-modal approach to ensure that the Olympic and Paralympic Games are the most accessible and inclusive to date, the expertise in delivering this outcome should be used to shape and influence transport design and planning across London in the future.	The ODA's Accessible Transport Strategy should be adopted by TfL as a model for planned transport modelling and design.	<ul style="list-style-type: none"> •Disabled people •Young children •Older people

Additional comments

1 What do you consider are the priority areas for ensuring there are equal life chances for all Londoners?

Overall, the CTA supports the broad themes of the policy. However, the CTA would like to see stronger outcomes pegged to the Mayor's Equality Framework, as suggested above. That said, the policy is a good start, and builds on previous strategies that have been established, but it is important that the priorities and aims contained in this document are used to inform the future strategic policies of the GLA group.

2 What are the strengths of the draft documents?

The key strength of this document rests in the number of stakeholders and partners that will be influenced by the aspirations contained in it. As such, the potential reach and opportunities for delivery are significant.

3 What are any gaps or weaknesses in the draft documents?

A key weakness of this document rests in the number of stakeholders and partners that will be involved in delivering the priorities and aims. As such, it is important that the Mayor seeks to secure a commitment from those stakeholders and partners to deliver the priorities and aims contained within the documents. And, that the Mayor ensures that the Equality Framework really does inform and shape the work of all the members of the GLA group. This can only be achieved by a strong range of outcomes.

Under hate crime, no reference is made to hate crimes against people with disabilities, particularly on the public transport network where there has been a significant rise noted by the British Transport Police.

4 Any other comments?

Greater consideration and support should be given to the third sector which comprises voluntary and community groups which this document seeks to influence and who will deliver some of the outcomes. Therefore, the CTA would like to see a stronger commitment in this document to engage with the third sector in London and it being used to inspire the development of a stronger, more vibrant London which reaches deeper into communities that have been isolated and disadvantaged for some time.