

Equality Impact Assessment Report	
Date	19/09/2018
Sign-off path for EIA	Corporate EIA Panel Cabinet
Title of Project, business area, policy/strategy	Lambeth Transport Strategy & Local Implementation Plan
Author	Simon Phillips
Job title, division and department	Transport and Public Realm Strategy Manager, Planning, Transport and Development, Neighbourhoods and Growth.
Contact email and telephone	SPhillips2@lambeth.gov.uk 020 7926 4067
Strategic Director Sponsor	Sue Foster

<h1>London Borough of Lambeth Full Equality Impact Assessment Report</h1>	
<h2>1.0 Introduction</h2>	
<p>1.1 Business activity aims and intentions <i>In brief explain the aims of your proposal/project/service, why is it needed? Who is it aimed at? What is the intended outcome? What are the links to the political vision, and outcomes?</i></p>	<p>Lambeth’s Transport Strategy, incorporating the Local Implementation Plan (LIP), will set out our vision for mobility in the borough over the next 20 years and map out a process showing how we will deliver that vision. The LIP is a statutory requirements under the GLA Act 1999. The Transport Strategy is aimed at a general audience as well as key stakeholders. The LIP must be submitted to Transport for London / GLA for approval. Taken together, the Transport Strategy and the LIP will define the scope and prioritise our interventions to improve transport in the borough. Priority actions identified incorporate manifesto commitments relating to transport. The expected outcome of the Strategy is to shape the way the transport network develops in order to support growth, reduce inequality, make the best use of available resources and to improve public health. The Transport Strategy / LIP complements the Mayor of London’s Transport Strategy for which an Integrated Impact Assessment has been carried out¹.</p> <p>Lambeth is a walking, cycling and public transport borough. The vast majority of trips are already made in these ways and most households do not own a car. The Strategy seeks to continue on this path and deliver policy outcomes that:</p> <ul style="list-style-type: none"> a) accommodate expected population growth; b) make access to transport services fair and equal; c) prioritise walking, cycling, buses and shared transport services on our streets, and d) enable people to lead healthier lives.

¹ <http://content.tfl.gov.uk/integrated-impact-assessment-report.pdf>

	<p>The Strategy identifies a number of challenges to overcome to deliver the desired outcomes. These include:</p> <ul style="list-style-type: none">a) Supporting growth without increasing traffic;b) Delivering step free access to stations and fully accessible streets;c) Reducing reliance on private cars, andd) Improving air quality and enabling people to incorporate physical activity into their daily lives. <p>Evidence suggests² the following key transport issues affecting different groups with protected characteristics:</p> <ul style="list-style-type: none">• Older and disabled people use public transport less than other groups• Overcrowding is cited by all groups as a barrier BAME, older, women, younger, disabled, low income and LGB Londoner’s all advised this impacted significantly on their journey or in choosing a mode of transport• Walking is the top mode of transport used by all groups followed by using a bus and then car either as a driver or passenger• Women, older, disabled and BAME people less likely to walk or cycle• Children, older and BAME people are more likely to be road traffic casualties• Children, older people, and people with some health issues are particularly vulnerable to air pollution• Older and disabled people, are not confident about being able to cross safely at pedestrian crossings <p>Priority actions identified in the Strategy relating to groups with protected characteristics include:</p>
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² On the Right Track: Action on Equality, Transport for London [On the Right Track](#)

	<ul style="list-style-type: none"> • We will support the Mayor of London in lobbying for rail devolution while working with industry stakeholders to deliver service enhancements. • We will publish streetscape design guidance setting out how we will design our streets and public realm with an emphasis on inclusive access. • We will proactively develop designs to deliver step free access at key stations and work with industry stakeholders to promote these. • We will prioritise car parking for disabled people, recognising the critical role cars will continue to play to enable mobility for people for whom walking, cycling or public transport are not available options. • We will create and deliver innovative schemes and training programmes to promote walking and cycling for the whole community and reach out to disadvantaged groups. • We will identify and deliver measures to improve access to walking and cycling for our residents on housing estates. • We will work with the Mayor, TfL and other boroughs to investigate options to reduce traffic passing through Lambeth. • We will improve air quality and create more attractive places by greening our streets. • We will enable walking and cycling to school, particularly where car use is high, to reduce traffic, tackle health issues and improve air quality. • We will work with TfL, local police and communities to reduce the risk to young people and adults of violence on our transport network • We will reduce road danger and KSIs (Killed and Seriously Injured) through targeted infrastructure improvements and work with the Police on enforcement campaigns.
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2.0 Analysing your equalities evidence

2.1 Evidence

Any proposed business activity, new policy or strategy, service change, or procurement must be informed by carrying out an assessment of the likely impact that it may have. In this section please include both data and analysis which shows that you understand how this decision is likely to affect residents that fall under the protected characteristics enshrined in law and the local

<p><i>characteristics which we consider to be important in Lambeth (language, health and socio-economic factors). Please check the council's equality and monitoring policy and your division's self assessment. Each division in 2012 reviewed its equality data and completed a self assessment about what equality data is relevant and available.</i></p> <p>IF YOUR PROPOSAL ALSO IMPACTS ON LAMBETH COUNCIL STAFF YOU NEED TO COMPLETE A STAFFING EIA.</p>	
<p>Protected characteristics and local equality characteristics</p>	<p>Impact analysis For each characteristic please indicate the type of impact (i.e. positive, negative, positive and negative, none, or unknown), and: <i>Please explain how you justify your claims around impacts.</i> <i>Please include any data and evidence that you have collected including from surveys, performance data or complaints to support your proposed changes.</i> <i>Please indicate sources of data and the date it relates to/was produced (e.g. 'Residents Survey, wave 10, April 12' or 'Lambeth Business Survey 2012' etc)</i></p>
<p>Race</p>	<p>Positive</p> <p>The implementation of the Strategy is expected to increase participation among under-represented groups, for example the proportion of BAME groups who choose to cycle³. BAME groups are over-represented in indices of deprivation and more likely to be exposed to transport related harmful impacts, such as traffic collisions⁴ and poor air</p>

³ Lambeth Existing Baseline Report 2016 shows areas north east of Brixton have low cycle to work levels. These areas generally have low incomes and high ethnic minority population.

⁴ Steinbach R, Edwards P, Green J, and Grundy C (2007) Road Safety of London's Black and Asian Minority Ethnic Groups: A report to the London Road Safety Unit.

	quality ⁵ and health inequalities related to inactive lifestyles which the Strategy seeks to address. Priority actions included in the Strategy include targeted educational and training initiatives to promote active travel among under-represented groups, including BAME groups.
Gender	Positive The implementation of the Strategy is expected to increase participation among under-represented groups, for example the proportion of women who choose to cycle ⁶ and improving physical access to the public transport network for parents / carers for whom step free access may be particularly important (and who may be more likely to be women). Priority actions included in the Strategy include targeted educational and training initiatives to promote active travel among under-represented groups, including women.
Gender re-assignment	None
Disability	Positive Improving physical accessibility and removing barriers to people with disabilities is a key theme of the Strategy. There is a significant journey time 'penalty' at present for those relying on rail and underground services who need step free access ⁷ . This is considered likely to be a deterrent to travel with the resulting impact of a narrowing of opportunity for economic and social activity with potential consequences for physical and mental well-being. The Strategy includes promoting step free access at Lambeth stations and delivering large and small scale highway improvements to provide safe, welcoming and legible street environments for people with disabilities. Increased priority for pedestrians,

⁵ Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

⁶ Attitudes towards cycling September 2016 report TfL number: 05110

⁷ Mayor's Transport Strategy 2018, figure 21: difference in journey times using the step-free and full network

	<p>including extended crossing time, will also benefit people who may need more time to cross the road comfortably⁸. The Strategy also includes targeted services and campaigns to increase participation in sustainable travel by people with disabilities, including bus ridership and inclusive cycling initiatives. This is a particular priority as disabled people may suffer from higher mortality rates than the general population, potentially reflecting exclusion from active travel / lifestyles⁹. The strategy proposes a review of kerbside space which would prioritise car parking for people with disabilities and recognises the need to continue to provide parking for this group.</p>
<p>Age</p>	<p>Positive and negative</p> <p>The Strategy includes targeted services and campaigns to increase participation in sustainable travel by younger and older people. For example, there is a focus on enabling more children to travel actively on the journey to school and a focus on enabling more older people to take up cycling. Although many children travel actively to school, a significant minority are still driven, particularly in the south of Lambeth¹⁰ and the Strategy seeks to enable more of these trips to be walked or cycled. Improvements to air quality are also expected to be particularly beneficial to children¹¹ and those with underlying health issues, including older people. Children driven to primary school are exposed to higher levels of harmful particulates and NOx pollution inside vehicles, so measure to promote walking and cycling to school will be beneficial to this group.</p> <p>Policies to reduce the level of violence particularly affecting younger people and related to travel across the borough are also expected to be beneficial. A reduction in crime and anti-social behaviour is also expected to be particularly beneficial to older people who may be otherwise deterred by this.</p>

⁸ Most older pedestrians are unable to cross the road in time: a cross sectional study, Asher L, Age and Ageing, Volume 41, Issue 5, 1 September 2012, Pages 690–694

⁹ Primary and secondary barriers to physically active healthy lifestyles for adults with learning difficulties, Messent, Cook, Long, Disability and Rehabilitation, 2009

¹⁰ Lambeth Existing Baseline Report 2016, Table 3.1., Page 29.

¹¹ Global Action Plan, 2018

	<p>Increased pedestrian crossing times are expected to benefit older people who may find current timings inadequate¹².</p> <p>A key element of the Strategy is to reduce the use of private cars and re-purpose the kerbside to provide for other uses, such as cycle parking. As older people are more likely to be car owners there may be a slight negative impact on this group¹³. This is expected to be outweighed by broad health and accessibility benefits delivered by the Strategy. Specific mitigation includes continuing to prioritise car parking for Blue Badge holders, increasing the availability of car club services and improving the quality of public transport services.</p>
Sexual orientation	<p>Positive</p> <p>A reduction in crime and anti-social behaviour associated with travel, including hate crime, is expected to be particularly beneficial to groups who may be more vulnerable to this risk.</p>
Religion and belief	<p>None</p>
Pregnancy and maternity	<p>Positive</p> <p>Improving physical access to public transport and the public realm generally is expected to have a positive impact for this group as it will improve accessibility and create more welcoming places. Improvements to air quality are also expected to have a positive impact¹⁴, particularly in relation to the health of unborn children for whom exposure to poor air quality has been identified as a particular issue.</p>

¹² Ibid

¹³ Roads Task Force Technical Note 12, Transport for London.

¹⁴ Impact of London's Road Traffic Air and Noise Pollution on Birthweight, BMJ, 2017

Marriage and civil partnership	None
Socio-economic factors	<p>Positive and negative</p> <p>There is a correlation between income and health, with lower income groups more likely to experience poor health¹⁵.</p> <p>Many of the negative external impacts of the transport network are experienced disproportionately by groups with fewer economic resources and those in relative deprivation. For example, exposure to poor air quality is correlated to proximity to main roads¹⁶ where housing may be more accessible to these groups. Equally, these groups are over-represented in road traffic collisions¹⁷. In broad terms, the Strategy is expected to be positive in these respects by tackling these issues and reducing harmful impacts.</p> <p>The Strategy is also expected to have a positive impact by improving more affordable forms of transport such as walking, cycling and buses and also improving access to shared cars for occasional use.</p> <p>In some aspects there may be a negative impact as access to new technology, such as electric vehicles, tends to be unequal, favouring those with more resources. Specific mitigation for this includes through the provision of EV car club cars which offer a low cost alternative to car ownership. Differential charges for more polluting vehicles could adversely impact lower income groups and mitigation includes promotion of vehicle scrappage schemes. It is considered that any such negative impacts are countered by the broader air quality improvements that will result from the Strategy which are likely to benefit particularly lower income groups as above.</p>

¹⁵ Health profile for England, Chapter 6, Social determinants of health, Public Health England, 2017

¹⁶ Lambeth Air Quality Action Plan 2017

¹⁷ Deprivation and road safety in London, Edward, Green, Roberts, London Road Safety Unit

<p>Language</p>	<p>Positive</p> <p>Improved wayfinding and legibility of the public realm is expected to have a positive effect.</p>
<p>Health</p>	<p>Positive</p> <p>Improving public health is at the heart of the Strategy. The main premise is that promoting walking, cycling and public transport will embed physical activity into daily routines, allowing people to be healthier. Improving health outcomes is a key objective for the council¹⁸. The Strategy proposes a Healthy Route network for this purpose. This approach is coupled with traffic reduction and measures to support the growth of low and zero emissions vehicles. The former is expected to benefit both physical and mental health¹⁹ by creating quieter, safer neighbourhoods and the latter is expected to alleviate harmful effects of poor air quality that can affect a broad section of the population and especially those with underlying health issues.</p>
<p>2.2 Gaps in evidence base <i>What gaps in information have you identified from your analysis? In your response please identify areas where more information is required and how you intend to fill in the gaps. If you are unable to fill in the gaps please state this clearly with justification.</i></p>	<p>No information has been found on specific relationships between transport impacts and the following groups:</p> <ul style="list-style-type: none"> Gender re-assignment Sexual orientation Religion and belief Marriage and civil partnership <p>Resources are not available to commission research in these areas, however we will continue to scan the environment for publications in these areas.</p>

¹⁸ Active Lambeth, Lambeth Physical Activity and Sports Plan 2015 to 2020.

¹⁹ Designing urban space of psychological comfort: The Kentish Town road project, Dillon, Ruth, Journal of Public Mental Health 2005, Vol 4, Issue 4

3.0 Consultation, Involvement and Coproduction	
<p>3.1 Coproduction, involvement and consultation</p> <p><i>Who are your key stakeholders and how have you consulted, coproduced or involved them? What difference did this make?</i></p>	<p>Council officers Cabinet Member for Environment and Clean Air Ward Councillors Transport user groups Wheels for Wellbeing Transport for London Neighbouring boroughs</p> <p>Meetings, workshops and consultation events have been held with the above groups, as well as public meetings, as part of pre-engagement on the Strategy. In particular, this has led to further development of policies and actions to make the transport network more inclusive and accessible.</p>
<p>3.2 Gaps in coproduction, consultation and involvement</p> <p><i>What gaps in consultation and involvement and coproduction have you identified (set out any gaps as they relate to specific equality groups)? Please describe where more consultation, involvement and/or coproduction is required and set out how you intend to undertake it. If you do not intend to undertake it, please set out your justification.</i></p>	<p>We have not been able to hold specific engagement activities with all the equality groups identified due to timescales / available resources. However, we have prioritised engagement with specific groups, including Wheels for Wellbeing, in line with the key objectives of the Strategy.</p> <p>Further engagement with specific groups will be held at the public consultation stage, including the Disability Reference Group / Disability Forum.</p>
4.0 Conclusions, justification and action	

<p>4.1 Conclusions and justification <i>What are the main conclusions of this EIA? What, if any, disproportionate negative or positive equality impacts did you identify at 2.1? On what grounds do you justify them and how will they be mitigated?</i></p>	<p>The Transport Strategy and Local Implementation Plan are found to have broadly positive impacts on all identified groups. Any potential negative impacts identified for specific groups are expected to be outweighed by broader public health and accessibility benefits.</p>
<p>4.2 Equality Action plan <i>Please list the equality issue/s identified through the evidence and the mitigating action to be taken. Please also detail the date when the action will be taken and the name and job title of the responsible officer.</i></p>	
<p>Equality Issue</p>	<p>Mitigating actions</p>
<p>That the equality analysis may not have accurately covered all the equality impacts due to a lack of available evidence;</p>	<p>Continue to review available evidence in areas not covered by existing data / research, including through the public consultation process . October 18 to March 19. Simon Phillips. Transport Manager</p>
<p>5.0 Publishing your results</p>	

Appendix 3

The results of your EIA must be published. Once the business activity has been implemented the EIA must be periodically reviewed to ensure your decision/change had the anticipated impact and the actions set out at 4.2 are still appropriate.	
EIA publishing date	22 October 2018
EIA review date	
Assessment sign off (name/job title):	

All completed and signed-off EIAs must be submitted to equalities@lambeth.gov.uk for publication on Lambeth's website. Where possible, please anonymise your EIAs prior to submission (i.e. please remove any references to an officers' name, email and phone number).