

Stage 1 initial equality consideration

It is vital to begin the equality impact assessment (EIA) process at the start of the business policy¹ development or review in order to get a clear understanding of the purpose of the policy; the context within which it will operate and the intended impact. Stage 1 initial screening and scoping is to help determine the relevance the policy may have to equality groups, socio economic factors and where appropriate human rights and to start considering potential impacts of key aspects of the policy and the relevant equality groups to focus attention on. This does not mean that other aspects should be excluded from the assessment. If the outcome of this initial consideration is that there is **low** or **no** relevance then a full assessment is not required. The divisional management team or delegated group is responsible for stage 1 sign-off.

EIA Leads

Policy Title	Lambeth's Transport Plan	Date & Ref	28.3.11
Department	HRE, Public Realm	ED Sponsor	Sue Foster
EIA lead officer	Earl Ray Neil	EIA support	

Policy outline and key objectives

Corporate Priority which policy relates to	Respect for the Environment	Strategic Outcome	Meeting the Mayor's Transport Strategy under Section 145 of the GLA Act 1999
Relevant PI or local indicator which policy contributes to		Mayor's Transport Strategy.	
<p>Summary of the policy including the following:</p> <p>The Mayor of London published his Transport Strategy for London in May 2010. This document sets out the Mayor's vision for transport in London for the period up to 2031. Under Section 145 of the Greater London Authority Act 1999, boroughs are required to produce a Local Implementation Plan (LIP) which sets out their proposals to deliver the Mayor's Transport Strategy. Lambeth's first LIP covered the period 2005/6 to 2010/11. Lambeth's second LIP which is to be called Lambeth's Transport Plan (LTP) covers the same period as the revised Mayor's Transport Strategy (MTS).</p> <p>The MTS hopes to improve transport in London and has 6 overarching goals:</p>			

¹ This includes start up business activities such as business case, PIDs, Procurement gateway, growth and saving proposal and service plans
 LBL EIA Screening Template/V November 10

- Support economic development and population growth
- Enhance the quality of life for all Londoners
- Improve the safety and security of all Londoners
- Improve transport opportunities for all
- Reduce transport's contribution to climate change and improve its resilience
- Support delivery of the London 2021 Olympic and Paralympic Games and its legacy.

The MTS has been subject to a full EQIA by the Mayor's Office. This can be found at: <http://www.london.gov.uk/publication/mayors-transport-strategy>

Lambeth's Transport Plan has been developed in accordance with Transport for London's 'Guidance on Developing Second Local Implementation Plans' (TfL October 2009). This sets out the 3 main requirements that Lambeth's Transport Plan must include. These are:

- Borough Transport Objectives: setting out our objectives and policies to help us achieve these.
- Delivery Plan: a costed and funded plan of interventions, covering the period 2011-2014 and beyond
- Performance Monitoring Plan: identifying a set of performance indicators and locally specific targets which can be used to assess whether the Plan is delivering its objectives and to determine the effectiveness of the Delivery Plan

Of relevance here are the borough transport objectives which set out Lambeth's goals for transport up to 2031. The objectives have been developed and agreed in consultation with the Senior Leadership Board, Departmental Leadership Team and the Cabinet Member for Environment and Deputy Member for Sustainability and Transport. They are also fully compatible with the Mayor's goals and challenges for transport in London and also reflect our wider Sustainable Community Strategy objectives for Lambeth and the Delivery Actions that have been identified.

The objectives (and policies under each area) are:

1. Promote sustainable and healthy travel behaviour:

Walking infrastructure/ Public Realm:

- Improving the public realm

- Increase public satisfaction with services relating to footway maintenance, street lighting and street cleansing
- Aim to take on board the needs of people with disabilities in the design and maintenance of streets. In particular;
 - introduce adequate dropped kerbs and tactile paving across the borough
 - remove redundant street furniture and obstructive bollards and rationalise the amount of street furniture across the borough
 - re-lay crossovers and uneven paving
- Aim to reduce insurance claims made against the Council due to the condition of the footway
- Seek to improve footway conditions in the borough, based on the collection and analysis of the government standard measurement - Detailed Visual Inspection (DVI).
- Improve pedestrian signage on an area-wide basis
- Work towards all street lighting having a white light source

Cycle infrastructure-

- Provision of secure bicycle parking facilities both at key locations such as local shopping centres, key employment areas, transport interchanges and residential areas.
- Delivering road enhancements and improving the permeability of the road network for cyclists (which will also provide benefits to pedestrians in many cases).
- Enhancing the urban realm and tackling concerns about personal safety on the street.
- Continue with a policy where the principals of national standard cycle training shapes the design of cycling infrastructure.
- Investigate further possibilities for opening up parks and green spaces to allow considerate cycling (where appropriate).

Walking and cycling safety:

- improving footways and footpaths
- improving links and crossings (where possible to provide these on pedestrian desire lines)
- improving safety and fear of crime by designing out crime in new schemes and by improving lighting.
- Traffic calming measures – where there is an identified casualty hot spot.
- Inspect roads for damage to identify what repairs are needed.
- repair and re-surface roads and pavements where necessary
- promote cycle confidence training to better equip cyclists to deal with urban traffic conditions

- continue our ‘see the view from the cab’ scheme which seeks to improve cyclists safety around HGV’s (see Objective 4).
- work with the police to tackle issues such as motor vehicles speeding, mobile phone use whilst driving, drink and drug driving etc

Travel Awareness:

- encourage higher levels of walking and cycling by Council staff
- promote cycle confidence training to residents, schools and businesses
- promote the benefits of walking to residents and carry out high profile campaigns
- promote walking and cycling measures to businesses through the Lambeth Business Travel Network
- continue to hold sustained Dr Bike campaigns across the borough
- work with stakeholders such as the police and NHS to promote safe cycling, reduction of cycle theft and considerate cycling campaigns i.e. stopping at red lights, pavement cycling
- carry out targeted campaigns with various equality groups, such as women and BME groups, to encourage take up of walking and cycling
- continue to work with groups such as Wheels for Wellbeing to encourage cycling amongst disability groups

School Travel:

- Promotion of walking to school (through campaigns such as walk to school week)
- Promotion of cycling to school (through Bike Week events)
- Pedestrian training for year 3
- Cycle training for schools
- Roll out cycle clubs at schools

2. Improve the condition of principal roads

- Resurfacing of carriage and footways

3. Improve air quality

Public Transport:

- encourage Lambeth staff to use public transport as a mode of transport to and from work and during working hours for site visits/meetings

where feasible.

- work with the police and community safety sections to improve the safety of public transport, interchanges and hubs.
- Promote the Safer Travel At Night (STAN) campaign – against using unlicensed mini cabs.
- continue to lobby TfL and rail operators for improvements to services and public transport infrastructure to help facilitate a shift from single occupancy car use to modes such as rail, tube and bus.
- work with disability groups to improve accessibility to and on public transport
- continue to make bus stops accessible for users

Car Clubs:

- aspire to provide a car club bay within 400m of each other
- continue to promote the use of car clubs through their travel awareness programme
- provide a multi-operator system
- work with operators, developers and local residents/councillors to facilitate further car club bays in the borough
- continue to promote the current permit exchange scheme, which allows residents to exchange their resident parking permit for car club membership and free drive time.

Using cleaner and more efficient fuels for motorised forms of transport:

- promote the use of electric vehicles to our residents and businesses through our travel awareness programme
- carry out research on the most effective ways to facilitate residents charging electric vehicles
- work with TfL, developers and other partners to allow residents and businesses access to suitable charging locations
- develop a robust electric vehicle charging policy for Lambeth by 2011.

Emissions based parking permits

- continue to implement a policy of emissions based residential parking permits

4. Reduce the perceived and actual danger on Lambeth's roads

Engineering and monitoring:

- Monitor the location of accidents involving cyclists and pedestrians (separately), and review the evidence to determine the need for site-specific engineering solutions.
- Where possible, sites with identifiable but less urgent safety needs will be addressed in combination with other works programmes (e.g.

through the use of the S106 planning process or highways maintenance).

- We will seek to integrate road safety solutions with wider walking and cycling, environmental, and public realm improvements through a neighbourhood-based approach (see section 4.2 above) to deliver outcomes across a range of objectives and ensure we maximise the benefits from our investment.
- Carry out surveys on perceptions of the safety of the roads. With analysis of these surveys to be dealt with through the most appropriate measure where feasible.
- Continue to assess the feasibility of Lambeth having a borough wide 20 mph speed limit.
- Measure increases or decreases in the numbers of people walking or cycling on a regular basis
- Monitor increases or decreases in the speed and volume of motorised vehicles.

Education, Training and Publicity –

- Continue to organise campaigns highlighting occupational road risk: Working within the council to ensure that best practise is being promoted among Lambeth staff driving, or riding motorbikes or bicycles for work.
- Powered 2 Wheeler Riders: Promoting safe behaviour among motorbike riders including promoting further training, the use of safety clothing and sharing the road safely with other road-users.
- Cyclists and HGV drivers: Continuing to raise the awareness of HGV drivers to the dangers they pose to cyclists by promoting cycle training for drivers and raising the awareness of cyclists through signage and events, starting with the council's contractors, bus companies and fleet drivers.
- Targeted community road safety projects: We will work with groups identified as vulnerable road users based on road accident data. We will be working to deliver the Somali Community Engagement project to address higher rates of fatalities and injuries than other ethnic groups in Lambeth.
- Work with the police to tackle issues such as motor vehicles speeding, mobile phone use whilst driving, drink and drug driving etc
- Work with stakeholders such as the police to promote safe cycling, reduction of cycle theft and considerate cycling campaigns i.e. stopping at red lights, pavement cycling.
- We will continue to ensure that investment is prioritised on schools with an active school travel plan, which will ensure real changes in travel behaviour are realised.

5. Reduce CO2 emissions

Low Carbon Zone:

- Deliver a 're-cycle a cycle' project for residents. This project will make use of abandoned bicycles donated by the police. Bikes will then be fixed up and distributed to those living in the zone.

- Attend a number of awareness raising events in the zone, these events will include Dr Bike and information sessions on sustainable modes of transport
- Produce local maps with relevant transport information on public transport links, walking distances to key locations etc.
- Install (where feasible) residential cycle parking in the zone
- Work with businesses in the zone to develop travel plans

Lambeth Business Travel Network (LBTN):

- Continue to host the LBTN, encouraging more local businesses to join the network
- Continue to assist businesses in promoting sustainable transport at their workplace and innovative solutions to cut transport costs
- Help businesses in finding suitable grants to assist with the implementation of sustainable modes of transport.

Lambeth's Workplace Travel Plan (WTP):

- Continue to promote the WTP to all staff
- Look into further ways to reduce car use for operational purposes
- Undertake a review of essential car users, with a view to reduce those needing personal vehicles for work purposes

Partnership working:

- Continue to work closely with our NHS/PCT partners in promoting sustainable modes of transport
- Investigate the feasibility of joint initiatives to reduce the impact of transport related operations, which will in turn reduce CO2 emissions.

Eco Driving:

- Promote eco driving tips through our travel awareness programme, including Council staff who use vehicles for work purposes.
- Link tips on eco-driving to the additional benefit of reducing road danger

EqIA of Lambeth's Transport Plan:

Whilst the Mayor's Transport Strategy has been subject to a full EqIA, it is prudent to ensure that the Lambeth's Transport Plan also considers equality groups within Lambeth and the effect this policies may have on them.

However, please note that as the LTP is a policy document, this EqlA will be based on the principle of the 'policy' rather than specific schemes which will be carried out under the policy. Due to the timescales of the LTP which covers the period up to 2031 it is not possible at this time to predict in detail the specific nature of all schemes, as specific scheme designs are not always known in advance. To elaborate; in promoting sustainable healthy travel behaviour (Objective 1) one of the policies under this objective is to improve public realm. This would seek to help facilitate more walking and cycling. This 'policy' would be seen to have a positive impact on all equalities groups. However there are many ways in which schemes can be delivered. Some schemes could seek to improve lighting and plant additional street trees. Conversely other schemes under the same policy might involve a reduction in street clutter and implementation of shared spaces. The latter scheme could be seen to have a positive impact for some with accessibility issues such as those in wheelchairs. However, on the other hand could result in negative impacts for those with visual impairments who use street signs and kerbs for wayfinding. Accordingly, it is recommended that these schemes carry out individual equality impacts for on a case by case basis.

Initial scoping for equality relevance and impact

Equality strand	For each group please state the available evidence (including source) and the key issues raised by the evidence which are relevant to the business activity
Race	<p>Objective 1. Promote sustainable healthy travel behaviour</p> <p>This objective seeks to facilitate and encourage residents to take up sustainable modes such as walking and cycling. This is set to be achieved through educational campaigns as well as physical measures to improve facilities for pedestrians and cyclists.</p> <p>The Travel in London (Report 2) from Transport for London states that for 2006/7- 2007/8 the percentage of Lambeth residents' trips by main mode was:</p> <p>Cycling -3% Walking 28%.</p> <p>This is largely in line with other inner London Boroughs, although walking trips are slightly lower due to the geographical nature of our borough (which is hilly in the south).</p> <p>We do not currently have data which break these figures into demographic groups. However, we are aware from other data sources such as Active Travel and Health Inequalities- Information Sheet F12 (Active Travel/Sustrans 2008) that people from BME groups are less likely to take part in activities such as walking and cycling. Additionally, many ethnic minority groups suffer correspondingly higher levels of CVD and diabetes. Prevalence of diabetes is significantly higher in Black Caribbean, Indian, Pakistani, and Bangladeshi men and women than in the general population (4.3% men, 3.4% Women). Pakistani men have the highest prevalence of CHD and stroke of all groups (Active Travel/Sustrans</p>

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	<p>2008).</p> <p>Lambeth's own Workplace Travel plan, carries out a staff survey every 2 years to track travel patterns. These surveys have also demonstrated that staff from BME groups were less likely to travel by sustainable modes. As a follow on from the 2008 staff travel survey, a number of focus groups were carried out with groups of BME staff to further explore reasons of low sustainable transport use. The main reasons cited were inability to juggle school run and work journeys by sustainable mode of transport, negative images of cycling and also fear for safety on the road. Walking did not have a negative image, but was often not seen as a viable mode due to distances travelled. It was felt that dedicated marketing campaigns to help overcome these issues could help, along with practicable measures such as more flexible working.</p> <p>This objective and associated policies are seen to have a positive impact in engaging those from BME groups to help facilitate greater levels of walking and cycling. In particular, this objective, if realised, is seen to have a positive impact on the health of BME groups.</p> <p>Recommendations: Ensure marketing campaigns are tailored towards BME groups, and monitor ongoing issues around low use of BME participation rates in walking and cycling.</p> <p>Objective 2. Improve the condition of principal roads</p> <p>This objective seeks to ensure that Lambeth maintains in good condition, both the footway and carriageway.</p> <p>This objective has a positive impact on all equality groups.</p> <p>Objective 3. Improve air quality</p> <p>Lambeth suffers from some of the poorest air quality levels in the country, with road traffic the primary cause of air pollution in the borough. This objective seeks to encourage the use of public transport, work with Transport for London and other partners to improve public transport, facilitate more car clubs in the borough and encourage electric vehicle use. The end goal -to improve air quality in Lambeth. This objective is particularly relevant for BME groups as there is a correlation of a high number of BME residents also being in low socio-economic groups. Those in low –socio economic groups/BME groups are seen to suffer disproportionately from the negative effects of air quality. This is explained in a report from the Greater London Authority (GLA) which states that people living in deprived areas are also more affected by poor air quality, in part because these areas are often near busy roads, which tend to have higher levels of road traffic pollution (Source:http://www.london.gov.uk/air-quality/health).</p> <p>The Travel in London (Report 2) from Transport for London states that for 2006/7- 2007/8 the percentage of Lambeth residents' trips by public transport was 37% however, Lambeth believe it is possibly higher than this as car ownership in</p>

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	<p>the borough is only about 50%. Until the results of the next census are available, we will be unclear on the exact figures. As with other modes, we do not have a demographic breakdown for public transport use; however there is a correlation of low socio-economic groups being heavily reliant on public transport, especially buses (BME Communities Tackling Environmental and Social Inequalities-Capacity Global, 2005). Accordingly, any improvements to public transport and a greater uptake in this mode are seen as having a positive impact for BME groups.</p> <p>With regard to the roll out of car clubs in the borough, as highlighted above, a large percentage of BME groups are in low socio-economic groups with limited access to a car due to financial restraints. The promotion of car clubs which allow residents to rent a car by the hour are seen as a cost effective way to access a car when necessary. However, a particular barrier that may need to be addressed when marketing car clubs is for those who do not speak English as a first language. As a result, the concept of car clubs, which is still a relatively new scheme, may not be accessible to them through a lack of understanding what the concept is.</p> <p>Electric vehicles are being heavily promoted by the Mayor of London, due to perceived positive impact on air quality, and as such the Borough is required to install electric charging points to facilitate personal and business use of electric vehicles across Lambeth. Whilst the borough is committed to helping promote the use of electric vehicles, the high cost of purchasing such vehicles is a barrier to many of Lambeth's residents. This combined with practical difficulties of electric vehicles, such as battery range and availability of charging facilities make this a limited option for most residents. However, there are various government subsidy schemes available which reduce the cost of electric vehicles by about 50%, again as with car clubs, for those who don't have English as a first language this may be a barrier.</p> <p>This objective and associated policies are seen to have a positive impact on BME groups. In particular, as BME groups often suffer disproportionately from poor levels of air quality Recommendations: Ensure the marketing of schemes such as car clubs and electric vehicles take into account BME groups.</p> <p>Objective 4. Reduce the perceived and actual danger on Lambeth's roads This objective seeks to reduce casualties in Lambeth through a mixture of education and physical engineering schemes. It also seeks to improve perceptions of safety in the borough, to encourage residents to take up sustainable transport modes such as walking and cycling (please see Objective 1 above for measures to encourage walking and cycling)</p> <p>It has been shown through national and London-wide studies (Sources: DfT, Lambeth's Child Road Safety Audit 2007) that there is a discrepancy between the number of white children injured on the roads and the number of black children. This discrepancy appears in both deprived and more affluent areas. Statistics for child road casualties in Lambeth also reflect this anomaly. In Lambeth, casualty reduction figures over all are on target to meet the Mayor's increased targets for casualty reduction by 2010. However, research has shown that black children are over-represented in road traffic collisions. In our audit of child road casualties for the last three years, we found that 58% of child casualties were of Afro-Caribbean heritage, although this group makes up only 26% of the resident population. The school population of</p>

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	<p>Lambeth shows 48% Afro-Caribbean, plus 6% mixed race black and white. However, this still shows that black children are more likely to be injured in a crash. This is in line with the pan-London trend, but as yet there is no firm evidence to explain why this should be.</p> <p>In the last few years, Lambeth has tailored campaigns that focus on a subsection of the BME community, in particular the Somali community, where we know there are specific additional problems linked to deprivation, refugee status, poor and temporary housing, added to the fact that this is the fastest growing immigrant community in Lambeth.</p> <p>Under this objective, physical engineering schemes will be implemented to make the roads safer for all users. Prioritisation for schemes is based on various criteria, with the overriding justification for schemes being based on casualty statistics. Bearing in mind assumptions above, that BME groups often live in areas with higher casualty rates this is seen as a positive measure to help tackle this inequality.</p> <p>This objective and associated policies are seen to have a positive impact on reducing casualties from BME groups and as with Objective 1 increasing BME participation in walking and cycling. Recommendations: Continue to analyse casualty data and carry out more detailed monitoring to understand the higher incidences of casualties amongst BME groups and adapt schemes accordingly.</p> <p>Objective 5. Reduce CO2 emissions</p> <p>Reducing climate change is an important priority for the Council and we are keen to be seen to lead by example. Whilst transport is not the only sector to contribute to climate change, car use does have a substantial impact and so any policies that can promote sustainable modes of transport will have a positive impact. Unlike poor air quality, the effects of climate change are not necessarily obvious on a local level. Rather the impacts of climate change are more widespread and global. Nevertheless the schemes included in Lambeth's Transport Plan which seek to reduce car use and thus reduce CO2 emissions from this activity will have positive impacts on many levels.</p> <p>Under this objective, the majority of schemes are those designed to reduce car use, and increase sustainable modes of transport from education and awareness activities. Accordingly, Objective 1 and 3 already contribute to this objective (please see comments above)</p> <p>This objective and associated policies are seen to have a positive impact on all equalities groups.</p>
Gender and transgender	<p>Objective 1. Promote sustainable healthy travel behaviour</p> <p>This objective seeks to facilitate and encourage residents to take up sustainable modes such as walking and cycling. This is set to be achieved through educational campaigns and also from physical measures to improve facilities for pedestrians and cyclists.</p>

Equality strand	For each group please state the available evidence (including source) and the key issues raised by the evidence which are relevant to the business activity
	<p>The Travel in London (Report 2) from Transport for London states that for 2006/7- 2007/8 the percentage of Lambeth residents' trips by main mode was:</p> <p>Cycling -3% Walking 28%.</p> <p>This is largely in line with other inner London Boroughs, although walking trips are slightly lower due to the geographical nature of our borough (which is hilly in the south).</p> <p>We do not currently have data which breaks this information down into demographics. However research carried out by Sustrans in early 2009 found that 79 per cent of British women never cycle (http://www.sustrans.org.uk/resources/Bike-Belles). Similarly, Transport for London research shows that women are less likely to cycle than men. The reasons for this are attributed to perceptions of safety and inexperience on the road. Lambeth already undertake a number of campaigns/projects that seek to encourage a greater take up of cycling, and also improve safety for women. Objective 1 of Lambeth's Transport Plan will continue to ensure that gender issues are closely monitored to gain a greater understanding and address issues through marketing and physical measures.</p> <p>This objective and associated policies are seen to have a positive impact by helping facilitate greater levels of walking and cycling in this equality group. Recommendations: Continue to carry out more detailed monitoring to understand lower levels of females cycling.</p> <p>Objective 2. Improve the condition of principal roads</p> <p>This objective seeks to ensure that Lambeth maintains in good condition, both the footway and carriageway.</p> <p>This objective has a positive impact on all equality groups.</p> <p>.</p> <p>Objective 3. Improve air quality</p> <p>Lambeth suffers from some of the poorest air quality levels in the country, with road traffic the primary cause of air pollution in the borough. This objective seeks to encourage the use of public transport, work with Transport for London and other partners to improve public transport, facilitate more car clubs in the borough and encourage electric vehicle use. The end goal being to improve air quality in Lambeth.</p>

Equality strand	For each group please state the available evidence (including source) and the key issues raised by the evidence which are relevant to the business activity
	<p>We do not foresee any negative impacts of the campaigns described under Objective 3 as having a negative impact on this equality group.</p> <p>This objectives has a positive impact on the gender and transgender equality group</p> <p>Objective 4. Reduce the perceived and actual danger on Lambeth’s roads</p> <p>This objective seeks to reduce casualties in Lambeth through a mixture of education and physical engineering schemes. It also seeks to improve perceptions of safety in the borough, to encourage residents to take up sustainable transport modes such as walking and cycling (please see Objective 1 above for measures to encourage walking and cycling) . In Lambeth, casualty reduction figures are on target to meet the Mayor’s increased targets for casualty reduction by 2010.</p> <p>However, boys under the age of 18 are at greater risk than girls of being injured in road traffic collisions (Lambeth Child Road Safety Audit 2007, DfT) Despite research carried out by the DfT and TfL alike, it is not possible to pinpoint exactly why this is.</p> <p>Similarly, females are disproportionately involved in more fatal accidents and serious casualties whilst cycling (Pedal cyclist casualties in Greater London, London Road Safety Unit LAAU topic 2005-2 April 2005) This is often attributed to the way women position themselves on the road (less assertive when negotiating junctions, overtaking parked vehicles). However, this is based on anecdotal evidence and so it is impossible to equate all accidents involving female cyclists to these reasons.</p> <p>Lambeth already carry out a number of schemes and projects to make the roads safer, in particular for more vulnerable road users such as pedestrians and cyclists. As set out under this policy, these schemes will where possible seek to understand in greater detail the reasons why particular groups are more likely to be involved in accidents and address these through a mixture of education and physical measures.</p> <p>This objectives has a positive impact on the gender and transgender equality group</p> <p>Recommendations: Continue to carry out more detailed monitoring to understand gender influences on casualty rates.</p> <p>Objective 5. Reduce CO2 emissions</p> <p>Reducing climate change is an important priority for the Council and we are keen to be seen to lead by example. Whilst transport is not the only sector to contribute to climate change, car use does have a substantial impact and so any policies that can promote sustainable modes of transport will have a positive impact. Unlike poor air quality, the effects of climate change are not necessarily obvious on a local level. Rather the impacts of climate change are more widespread and global. Nevertheless the schemes included in Lambeth’s Transport Plan which seek to reduce car use and thus reduce CO2 emissions from this activity will have positive impacts on many levels.</p>

Equality strand	For each group please state the available evidence (including source) and the key issues raised by the evidence which are relevant to the business activity
	<p>Under this objective the majority of schemes are those designed to reduce car use, and increase sustainable modes of transport from education and awareness activities. Accordingly, Objective 1 and 3 already contribute to this objective (please see comments above)</p> <p>This objective and associated policies are seen to have a positive impact on all equalities groups.</p> <p>*We do not currently have data on transgender groups in relation to transport modes, however do not see any of the objectives above having a negative impact on this equality group.</p>
Disability	<p>Objective 1. Promote sustainable healthy travel behaviour</p> <p>This objective seeks to facilitate and encourage residents to take up sustainable modes such as walking and cycling. This is set to be achieved through educational campaigns and also from physical measures to improve facilities for pedestrians and cyclists.</p> <p>The Travel in London (Report 2) from Transport for London states that for 2006/7- 2007/8 the percentage of Lambeth residents' trips by main mode was:</p> <p>Cycling -3% Walking 28%.</p> <p>This is largely in line with other inner London Boroughs, although walking trips are slightly lower due to the geographical nature of our borough (hilly in the south).</p> <p>Depending on the nature of the disability, walking and cycling will not be an option for all. However for many, physical improvements such as implementation of dropped kerbs, removal of obstacles such as street clutter and addressing uneven pavements can have a positive impact. Similarly, awareness raising campaigns/projects for walking and cycling can also be positive. For example, whilst not all disability groups will be able to cycle, the Council has previously worked with our cycle training providers to offer cycle training and advice for people with a wide range of disabilities including but not limited to - mobility impaired, mental health issues and autism. Depending on the nature of the disability they were able to source relevant bicycles and training to suit the individual's needs. The policies in the LTP will continue to work with disabilities groups to help users access cycling and walking.</p> <p>Public realm schemes which may seek to 'open up' areas to pedestrians, such as shared space schemes could be seen to have both a positive and negative impact on this equality group. As mentioned above, whilst shared space schemes can have beneficial impacts for those with mobility impairments or those in wheelchairs, conversely people with visual</p>

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	<p>impairments are not in favour of schemes that remove signage and kerbs that they use to wayfind. Therefore, it is vital that the Council works with various disability groups at the time of scheme inception/design to ensure that this equality group's concerns are addressed.</p> <p>This objective and associated policies are seen to have a positive impact by helping facilitate greater levels of walking and cycling in this equality group. Recommendation: Ensure this equality group are consulted with at scheme inception of physical schemes which open up shared spaces.</p> <p>Objective 2. Improve the condition of principal roads</p> <p>This objective seeks to ensure that Lambeth maintains in good condition, both the footway and carriageway.</p> <p>This objective has a positive impact on all equality groups.</p> <p>Objective 3. Improve air quality</p> <p>Lambeth suffers from some of the poorest air quality levels in the country, with road traffic the primary cause of air pollution in the borough. This objective seeks to encourage the use of public transport, work with Transport for London and other partners to improve public transport, facilitate more car clubs in the borough and encourage electric vehicle use. The end goal being to improve air quality in Lambeth.</p> <p>Many people with disabilities are reliant on the use of public transport and many barriers currently exist such as inaccessible bus stops, lack of access to the underground and national rail where there is no step free access, lack of driver awareness for passengers with disabilities and issues around suitable formats of public transport information. Whilst Lambeth is not responsible for the majority of issues arising from public transport for this equality group, we have a responsibility to our residents and users in the borough and will continue to lobby Transport for London, rail operators, Network Rail and individual bus companies to ensure accessibility on public transport and the needs of disability groups are addressed.</p> <p>This objectives has a positive impact on this equality group</p> <p>Objective 4. Reduce the perceived and actual danger on Lambeth's roads</p> <p>This objective seeks to reduce casualties in Lambeth through a mixture of education and physical engineering schemes. It also seeks to improve perceptions of safety in the borough, to encourage residents to take up sustainable transport modes such as walking and cycling (please see Objective 1 above for measures to encourage walking and cycling) . In</p>

Equality strand	For each group please state the available evidence (including source) and the key issues raised by the evidence which are relevant to the business activity
	<p>Lambeth, casualty reduction figures are on target to meet the Mayor's increased targets for casualty reduction by 2010.</p> <p>Under this objective, physical engineering schemes will be implemented to make the roads safer for all users. Please see comments above under Objective 1 in relation to public realm schemes.</p> <p>This objective has a positive impact on this equality group</p> <p>Objective 5. Reduce CO2 emissions</p> <p>Reducing climate change is an important priority for the Council and we are keen to be seen to lead by example. Whilst transport is not the only sector to contribute to climate change, car use does have a substantial impact and so any policies that can promote sustainable modes of transport will have a positive impact. Unlike poor air quality, the effects of climate change are not necessarily obvious on a local level. Rather the impacts of climate change are more widespread and global. Nevertheless the schemes included in Lambeth's Transport Plan which seek to reduce car use and thus reduce CO2 emissions from this activity will have positive impacts on many levels.</p> <p>Under this objective the majority of schemes are those designed to reduce car use, and increase sustainable modes of transport from education and awareness activities. Accordingly, Objective 1 and 3 already contribute to this objective (please see comments above)</p> <p>This objective and associated policies are seen to have a positive impact on all equalities groups.</p>
Age	None foreseen
Sexual orientation	None foreseen
Religion and belief	None foreseen
Socio²economic	<p>Objective 1. Promote sustainable healthy travel behaviour</p> <p>This objective seeks to facilitate and encourage residents to take up sustainable modes such as walking and cycling.</p>

² Socio-economic factors such as family background, deprivation etc cut across each equality strand and in some instances are a more important factor in determining life chances than other significant characteristics. In some cases socio economic factors reinforce the inequalities associated with other characteristics. Socio economic factors should not be considered in isolation from equality strands

Equality strand	For each group please state the available evidence (including source) and the key issues raised by the evidence which are relevant to the business activity
	<p>This is set to be achieved through educational campaigns and also from physical measures to improve facilities for pedestrians and cyclists.</p> <p>The Travel in London (Report 2) from Transport for London states that for 2006/7- 2007/8 the percentage of Lambeth residents' trips by main mode was:</p> <p>Cycling -3% Walking 28%.</p> <p>This is largely in line with other inner London Boroughs, although walking trips are slightly lower due to the geographical nature of our borough (hilly in the south)</p> <p>We do not currently have data which breaks this down into demographics. However, we are aware from other data sources such as Active Travel and Health Inequalities- Information Sheet F12 (Active Travel/Sustrans 2008) that people from low socio economic groups are less likely to take part in activities such as walking and cycling. This research states: 'People from the poorest households are least likely to meet the recommended levels of physical activity. They are also the most likely to be sedentary – achieving less than 30 minutes of physical activity per week. These low physical activity levels are a significant cause of health inequalities, with inactive groups suffering poorer health and living shorter lives than the general population.'</p> <p>Whilst it is not clear exactly why low –socio economic groups are less likely to walk and cycle, the policies contained in the LTP seek to encourage sustainable transport modes in these groups by ensuring that measures such as cycle training is affordable and that walking projects to encourage this equality group are marketed and tailored to their needs accordingly. For example, the cost of cycle training is heavily subsidised by the Council and costs only £8 per session, with the cost being waived if the person is in receipt of various benefits.</p> <p>This objective and associated policies are seen to have a positive impact in engaging those from low-socio economic groups to help facilitate greater levels of walking and cycling. In particular, this objective, if realised, is seen to have a positive impact on the health of low socio economic groups. Recommendations: Ensure marketing campaigns are tailored towards low socio-economic groups.</p> <p>Objective 2. Improve the condition of principal roads</p> <p>This objective seeks to ensure that Lambeth maintains in good condition, both the footway and carriageway.</p> <p>This objective is has a positive impact on all equality groups.</p>

Equality strand	For each group please state the available evidence (including source) and the key issues raised by the evidence which are relevant to the business activity
	<p>Objective 3. Improve air quality</p> <p>Lambeth suffers from some of the poorest air quality levels in the country, with road traffic the primary cause of air pollution in the borough. This objective seeks to encourage the use of public transport, work with Transport for London and other partners to improve public transport, facilitate more car clubs in the borough and encourage electric vehicle use. The end goal being to improve air quality in Lambeth. This objective is particular relevant those in low –socio economic groups as they are seen to suffer disproportionately from the negative effects of air quality. This is explained in a report from the Greater London Authority (GLA) which states that people living in deprived areas are also more affected by poor air quality, in part because these areas are often near busy roads, which tend to have higher levels of road traffic pollution (Source: http://www.london.gov.uk/air-quality/health)</p> <p>The Travel in London (Report 2) from Transport for London states that for 2006/7- 2007/8 the percentage of Lambeth residents’ trips by public transport was 37% however, Lambeth believe it is possibly higher than this as car ownership in the borough is only about 50%. Until the results of the next census are available in 2012 we will be unclear on the exact figures. As with other modes, we do not have a demographic breakdown for public transport use; however there is a correlation of low socio-economic groups being reliant on public transport, especially buses (BME Communities Tackling Environmental and Social Inequalities (Capacity Global, 2005)).Accordingly, any improvements to public transport and a greater uptake in this mode are seen as having a positive impact for low socio economic groups.</p> <p>This objective and associated policies are seen to have a positive impact on low socio economic groups. In particular, as these groups often suffer disproportionately from poor levels of air quality</p> <p>Objective 4. Reduce the perceived and actual danger on Lambeth’s roads</p> <p>This objective seeks to reduce casualties in Lambeth through a mixture of education and physical engineering schemes. It also seeks to improve perceptions of safety in the borough, to encourage residents to take up sustainable transport modes such as walking and cycling (please see Objective 1 above for measures to encourage walking and cycling) . In Lambeth, casualty reduction figures are on target to meet the Mayor’s increased targets for casualty reduction by 2010. However, research has shown that in relation to road casualties, socio-economic inequalities have been increasing across London... (The Effect of 20 mph zones on Inequalities in Road Casualties in London , A report to the London Road Safety Unit, London School of Hygiene and Tropical Medicine)</p> <p>Under this objective, physical engineering schemes will be implemented to make the roads safer for all users. Prioritisation for schemes is based on various criteria, with the overriding justification for schemes being based on casualty statistics. Bearing in mind assumptions above, that low socio-economic groups often live in areas with higher casualty rates this is seen as a positive measure to help tackle this inequality.</p> <p>This objective and associated policies are seen to have a positive impact on reducing casualties from low socio-economic groups and as with Objective 1 increasing low socio economic participation in walking and cycling.</p>

Equality strand	For each group please state the available evidence (including source) and the key issues raised by the evidence which are relevant to the business activity
	<p>Recommendations: Continue to analyse casualty data and carry out more detailed monitoring to understand the higher incidences of casualties amongst low socio economic groups.</p> <p>Objective 5. Reduce CO2 emissions</p> <p>Reducing climate change is an important priority for the Council and we are keen to be seen to lead by example. Whilst transport is not the only sector to contribute to climate change, car use does have a substantial impact and so any policies that can promote sustainable modes of transport will have a positive impact. Unlike poor air quality, the effects of climate change are not necessarily obvious on a local level. Rather the impacts of climate change are more widespread and global. Nevertheless the schemes included in Lambeth's Transport Plan which seek to reduce car use and thus reduce CO2 emissions from this activity will have positive impacts on many levels.</p> <p>Under this objective the majority of schemes are those designed to reduce car use, and increase sustainable modes of transport from education and awareness activities. Accordingly, Objective 1 and 3 already contribute to this objective (please see comments above)</p> <p>This objective and associated policies are seen to have a positive impact on all equalities groups.</p>

Policy relevance to equality	<p><i>Low – needs a degree of rigor to confirm that it is in line with statutory duties but external challenge. Full assessment not required.</i></p> <p><i>Medium – needs reasonably robust process with some degree of external challenge. Full assessment required.</i></p> <p><i>High – needs very detailed and thorough process with significant external challenge. Full assessment required.</i></p>						
Relevance identified	Race	Gender and transgender	Disability	Age	Sexuality	Faith or belief	Social and economic factors
Low/Medium/High	Low	Low	Low	Low	Low	Low	Low

Further research/consultation to be done	Ensure that the needs of equality groups are considered at the inception of individual schemes/projects	
Full assessment to be done	No	
Others to be involved in the review and scrutiny process	Department Leadership Team <input type="checkbox"/> Corporate EIA Panel <input type="checkbox"/>	Community groups <input type="checkbox"/> Other (please specify) <input type="checkbox"/>

Monitoring and review (to be completed for low or no relevance only)

Action	Target date	Responsible officer
Equalities impacts to be included in Service Delivery Plans	Service Delivery Plans are created at the beginning of each project and signed off by Divisional Director of Public Realm. These will be created as and when projects commence.	Individual Project Managers.