

# Local Implementation Plan 2016/17 submission

**Department**

Environment and Neighbourhood Services

**Person Responsible**

Christopher McCanna

**Created**

23rd June, 2015

**Last Review**

23rd June, 2015

**Status**

Assessed

**Next Review**

23rd June, 2016

## Screening Data

1. What are the objectives and expected outcomes of your proposal? Why is it needed? Make sure you highlight any proposed changes.

The Brent Local Implementation Plan 2016/17-2018/19 (LIP) is an annual funding submission made by Brent to Transport for London TfL). Each year, Brent is awarded a provisional funding level under three funding streams, with two funding streams responding directly to later applications for funding. This submission details schemes to be submitted for funding under the Corridors, Neighbourhoods and Supporting Projects funding stream, for which we submit a programme of schemes which support the implementation of the Mayor's Transport Strategy (MTS).

A report to Cabinet describes the use of the provisional capital investment and Members are asked to note the funding available and approve the proposed use of the funding. This accords with the Council's approved LIP 2011-14 Transport Plan alongside the emerging Long Term Transport Strategy and supports the overarching policies and objectives set by the Greater London Authority (GLA) and TfL in support of the Mayor's Transport Strategy.

Brent has been provided funding under the LIP scheme each year since 2004, with the Borough completing annual spending submissions, such as this one. The last Equality Assessment was undertaken in 2014 for the 2015/16 funding submission.

There are many longstanding barriers to equal access to transportation in Brent, which are gradually being addressed. These include, but are not limited to, accessible public transport infrastructure, street clutter and limited access to cycling. As of February 2014, 100% of London Buses were low floor models which provide access to wheelchair users and easier boarding for older persons and parents with children, however only 80% of bus stops across London are accessibility compliant (Your Accessible Transport Network - May 2015 update, TfL, 2015). TfL aim to increase this to 95% by the end of 2016.

Street clutter (such as excess signs, guard rails and bollards) can provide obstacles to disabled people, older people and pregnant persons.

Brent, along with other local authorities, TfL and the GLA, see increasing cycle use as a key measure in reducing congestion, improving lifestyles and reducing pollution. The London Travel Demand Survey, published annually by Transport for London, combined with anecdotal evidence from Brent and TfL transport planners demonstrate how cycling is a mode of transport which is dominated by white male residents of Brent, consistent with patterns seen London-wide. Anecdotally, this is believed to be due to safety concerns, lack of confidence and cultural differences in these groups. The LIP includes several cycling projects, including projects aimed at redressing this disparity as well as a broadened appeal for women, older people and BAME people to partake in cycling.

The London Travel Demand Survey also shows how women and the BAME population are more likely to use buses than the average London resident. This suggests that these groups, along with disabled people will benefit from all improvements to bus accessibility.

Statistical evidence shows that in Brent, young people are more likely to walk and the BAME population, and particularly African-Caribbean children, are more vulnerable road users. Highway, public realm improvements and road safety education will reduce risk for these groups.

All new infrastructure will be constructed and certified to the latest relevant standards which are fully compliant with equitable access for all protected groups.

Consultation will be undertaken for each individual scheme which will address the particular impacts on people with all of the protected characteristics and include responses within the scheme to be delivered. As yet, there is no evidence to suggest any of the schemes within the LIP will have an adverse impact on any of the groups listed.

2. Who is affected by the proposal? Consider residents, staff and external stakeholders.

The LIP has been prepared to enhance the highway environment and safety for all and to promote equality. Many of

the policies and priorities outlined in the Mayor's Transport Strategy are supported by Brent Borough Plan objectives. Each of the proposals included within the LIP submission have been assessed for their potential impact from an equalities perspective.

The LIP will have an effect on every member of the community in Brent. However, it is specifically geared to reducing barriers to accessibility for certain groups such as disabled people, people with learning needs, people facing social exclusion, and more vulnerable users of the transport network, including women and children travelling at night and people from black, Asian and minority ethnic backgrounds (BAME). There are specific Brent documents and national legislation/policies in place to make the local environment inclusive for these groups:

- Brent Local Plan;
- Brent's Air Quality Action Plan (2012);
- Previous Local Implementation Plan submissions;
- Traffic Management Act (2004);
- Brent Council Spending Plan 2015-2016;
- Brent's Corporate Strategy;
- Brent's Regeneration Strategy 2010-2030;
- Draft Brent Development Management Policies
- National Planning Policy Framework (2012) and associated Planning Practice Guidance

3.1 Could the proposal impact on people in different ways because of their equality characteristics?

- Yes

If you answered 'Yes' please indicate which equality characteristic(s) are impacted

- Age
- Disability
- Pregnancy and maternity

Most schemes included within the LIP affect benefit one or more equality characteristics in a consistent way, however there are some schemes which can benefit different equality characteristics in different ways. One such example is the Bus Stop Accessibility Programme, which aims to make all bus stops in the borough disability compliant, primarily to benefit people with disabilities in the borough. This will address an existing inequality for residents with disabilities by making it easier to board and disembark from buses at bus stops, but will also assist people within the pregnancy and maternity characteristic or age characteristic, as it may improve the accessibility of buses for these people who may otherwise have limited mobility.

3.2 Could the proposal have a disproportionate impact on some equality groups?

- Yes

If you answered 'Yes', please indicate which equality characteristic(s) are disproportionately impacted

- Age
- Disability
- Pregnancy and maternity
- Race
- Sex

Any schemes which specifically address local safety issues will affect characteristics such as age and race, as there are some groups within these characteristics which are disproportionately represented amongst collision injuries. One such example is that BAME children are disproportionately represented amongst collision casualties, so this group will see more benefits than some other characteristics.

3.3 Would the proposal change or remove services used by vulnerable groups of people?

- No

3.4 Does the proposal relate to an area with known inequalities?

- Yes

Projects included within the LIP are distributed across all wards of the borough and should benefit all residents, and particularly residents who have particular transport needs because of their equality characteristics.

3.5 Is the proposal likely to be sensitive or important for some people because of their equality characteristics?

- Yes

If you answered 'Yes', please indicate which equality characteristic(s) are impacted

- Age
- Disability
- Pregnancy and maternity
- Race
- Sex

The schemes included within the proposed LIP submission will see improvements to transport accessibility and road safety for all residents across the borough, however these are likely to be more important for some people because their equality characteristics are currently disproportionately affected by some of the issues being addressed by these schemes. Examples of this include people with disabilities or BAME children, as detailed above.

3.6 Does the proposal relate to one of Brent's equality objectives?

- Yes

To ensure that local public services are responsive to different needs and treat users with dignity and respect

## **Recommend this EA for Full Analysis?**

Yes

## **Comments**

A mixture of qualitative and quantitative data will be used to form a judgement, including  
• London Travel Demand Survey (2013), Transport for London  
• Brent 2011 Census Profile (2013), London Borough of Brent  
• Brent Ward Diversity Profiles 2011-2014 (2014), London Borough of Brent  
• TfL Accessibility Implementation Plan (2012), Transport for London  
Information which has been used in developing the LIP includes crash statistics and hotspot analysis, TfL's iBus system, contributions toward meeting the Mayor's Transport Outcomes and Brent Borough Plan, and requests submitted by Councillors and local residents.

## **Rate this EA**

N/A

# Local Implementation Plan 2016/17 submission

**Department**

Environment and Neighbourhood Services

**Person Responsible**

Christopher McCanna

**Created**

23rd June, 2015

**Last Review**

23rd June, 2015

**Status**

Screened

**Next Review**

23rd June, 2016

## Impact Assessment Data

5. What effects could your policy have on different equality groups and on cohesion and good relations?

5.1 Age (select all that apply)

- Positive

Young people and older people are both over represented amongst road traffic collision casualties, particularly where they are pedestrians, as both of these demographics are less likely to drive than those aged 25-65. Over 35% of the borough's population is either younger than 18 or older than 65, with the youngest ward being Stonebridge (32.1% aged under 18) and the oldest ward being Kenton (17.2% aged over 65) (Brent Ward Diversity Profiles 2011 - 2014 (2014)). These people are also particularly vulnerable in road traffic collisions as their injuries tend to be more severe when they are injured.

Some of the schemes contained within LIP (such as the School Travel (engineering and non-engineering measures)), the Bikelt Project and Adult and Child cycle training) are specifically targeted towards improving road safety outcomes for children. At the same time, children and older persons will also benefit from other road safety schemes, which will assist by reducing road speeds and creating a safer road environment, thus reducing the number and severity of casualties.

All schemes, including those which are not directly aimed at improving accessibility for people within the age protected characteristic, will be subject to an equality assessment which will identify any outstanding barriers and ways in which they can be addressed.

5.2 Disability (select all that apply)

- Positive

Several programmes within the LIP are aimed specifically at improving transport accessibility for people with disabilities, including the Bus Stop Accessibility Programme and the Accessibility and Disabled person's parking places. These projects aim to reduce the existing barriers to accessibility which exist for people with disabilities across the borough and make it easier for them to travel.

Stonebridge ward has the highest proportion of residents with a disability which limits their day to day activities (16.5%), while Queen's Park ward has the lowest (11.4%). All schemes, including those which are not directly aimed at improving accessibility for people with disabilities, will be subject to an equality assessment which will identify any outstanding barriers and ways in which they can be addressed.

5.3 Gender identity and expression (select all that apply)

- Neutral

There are no programmes within the LIP which appear to have any impact on the Gender identity and expression protected characteristic. Notwithstanding this, consultation will be undertaken for each project to ensure this on a case-by-case basis.

5.4 Marriage and civil partnership (select all that apply)

- Neutral

There are no programmes within the LIP which appear to have any impact on the Marriage and civil partnership protected characteristic. Notwithstanding this, consultation will be undertaken for each project to ensure this on a case-by-case basis.

#### 5.5 Pregnancy and maternity (select all that apply)

- Positive

Brent has a higher conception rate (99.2 per 1,000 women) on average than London (89.4 per 1,000 women) or England and Wales (80.4 per 1,000 women). Because of this, there is a higher concentration of parents with greater accessibility needs, such as decluttered footpaths or improved bus stop accessibility.

There are several schemes within the LIP which will specifically address these accessibility needs. Some of these schemes, such as the Bus Stop Accessibility Programme and the Walking and Cycling supporting measures, which aims to support walking and cycling to schools, will improve accessibility borough-wide, while others will address localised issues at Kilburn, Wembley Central, Harlesden and Kingsbury. These schemes will not remove all potential barriers for parents with or expecting children, however they will reduce some of the existing barriers, particularly on busy roads or major high streets, where a greater number of parents with children can be found.

All schemes, including those which are not directly aimed at improving accessibility for people within the pregnancy and maternity protected characteristic, will be subject to an equality assessment which will identify any outstanding barriers and ways in which they can be addressed.

#### 5.6 Race (select all that apply)

- Positive

Race can be a road safety issue because, according to the London Travel Demand Survey, the BAME population are more likely to use buses or walking than private vehicles or cycling. This means the BAME population is over represented amongst vulnerable road users and road traffic collision casualties. The BAME population also has a lower average age than the white population, which means a greater proportion of children involved in road traffic collisions are from BAME backgrounds.

Cycling currently is dominated by white male residents of Brent, consistent with patterns seen London-wide. Anecdotally, this is believed to be due to safety concerns, lack of confidence and cultural differences in these groups. The LIP includes several schemes aimed at broadened the appeal of cycling for women, older people and BAME people to partake in cycling.

All schemes, including those which are not directly aimed at improving accessibility for people within the race protected characteristic, will be subject to an equality assessment which will identify any outstanding barriers and ways in which they can be addressed.

#### 5.7 Religion or belief (select all that apply)

- Neutral

There are no programmes within the LIP which appear to have any impact on the Religion or belief protected characteristic. Notwithstanding this, consultation will be undertaken for each project to ensure this on a case-by-case basis.

#### 5.8 Sex (select all that apply)

- Positive

While most transport issues are largely gender-neutral, there are a number of issues which disproportionately affect women rather than men. For example, the London Travel Demand Survey shows that women are more likely to use buses or walking, while private vehicles and cycling are used by a larger proportion of men. Therefore, road safety improvements will disproportionately benefit the women who make up a greater proportion of pedestrians on the street.

Cycling currently is dominated by white male residents of Brent, consistent with patterns seen London-wide. Anecdotally, this is believed to be due to safety concerns, lack of confidence and cultural differences in these groups. The LIP includes several schemes aimed at broadened the appeal of cycling for women, older people and BAME people to partake in cycling.

All schemes, including those which are not directly aimed at improving accessibility for people within the sex protected characteristic, will be subject to an equality assessment which will identify any outstanding barriers and ways in which they can be addressed.

#### 5.9 Sexual orientation (select all that apply)

- Neutral

There are no programmes within the LIP which will appear any impact on the Sexual orientation protected characteristic. Notwithstanding this, consultation will be undertaken for each project to ensure this on a case-by-case

basis.

5.10 Other (please specify) (select all that apply)

- Neutral

There are no programmes within the LIP which will appear any impact on any other protected characteristic. Notwithstanding this, consultation will be undertaken for each project to ensure this on a case-by-case basis.

6. Please provide a brief summary of any research or engagement initiatives that have been carried out to formulate your proposal.

What did you find out from consultation or data analysis?

Were the participants in any engagement initiatives representative of the people who will be affected by your proposal?

How did your findings and the wider evidence base inform the proposal?

Consultation for this LIP spending submission was internal only within the Council, however requests from the public received throughout the year were assessed for inclusion, along with a 'call for schemes' which was made to all Councillors. This resulted in a total of 44 schemes being assessed from requests by Councillors and the public.

Consultation (public and statutory) is undertaken on schemes involving the implementation of new measures and associated parking restrictions (traffic calming, casualty reduction measures etc.). Community groups, including those representing disabled people, local Members and businesses are consulted as well as residents in the immediate area. Comments received are considered in deciding whether or not to implement schemes with or without amendments. Anything with a potential adverse impact on the community would be identified at the scheme development / pre-implementation stage.

In preparing the LIP 2016/17 Spending submission, a new prioritisation matrix was developed to deliver an objective process for selecting schemes to be funded. Through this process, we recognised that there were some schemes, which due to their ability to directly address existing accessibility issues for certain equality characteristics, needed to be exempted from the prioritisation process. All colleagues supported the continuation of existing programmes aimed at improving accessibility for disabled persons and people who have additional transport needs or face barriers in accessing transport because of their equality characteristics.

7. Could any of the impacts you have identified be unlawful under the Equality Act 2010?

- No

8. What actions will you take to enhance any potential positive impacts that you have identified?

All schemes included in the LIP will be constructed and certified in accordance with existing design standards which have been developed to meet the requirements of various disabilities and include measures to improve accessibility.

Brent Council will continue to publicise improvements made to reduce or remove barriers to equality so that they can be taken advantage of by all members of the community and will raise awareness of any outstanding equality issues within the community.

9. What actions will you take to remove or reduce any potential negative impacts that you have identified?

None of the schemes listed within the LIP 2016/17 Spending Submission have any identified negative impacts, however consultations will be undertaken for all projects on a case-by-case basis prior to implementation to ensure that potential negative impacts are reduced or removed for all schemes.

10. Please explain the justification for any remaining negative impacts.

None of the schemes listed within the LIP 2016/17 Spending Submission have any outstanding identified negative impacts.