

Equality Analysis Flexible Car Clubs

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Screening Data

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

Car clubs are recognised as a demand management measure to reduce overall car dependence, encourage use of more sustainable modes of travel and provide for London's urban mobility needs. Growth in car club use could bring about additional benefits such as improved air quality due to reduced congestion and private car ownership, as well as promoting more active travel – use of public transport and private hire vehicles, walking and cycling have all seen an increase in use as a result of a shift to car clubs from private car use¹. Outer London in particular has been identified as having considerable potential for the growth in car clubs due to private car ownership being higher.

The draft Mayor's Transport Strategy (MTS) makes direct reference to car clubs and their role in reducing private car ownership but still enabling Londoners to travel by car when necessary. The Brent Long Term Transport Strategy (LTTS) 2015 – 2035 is committed to working with car club operators to reduce trips by privately owned cars and includes a targets to increase the number of car club vehicles available to Brent residents by 20 per cent by 2035.

There are currently two car club operators in Brent, ZipCar and Enterprise, with both operating a Back-to-Base business model meaning that the vehicles operate from fixed locations, have to be reserved in advance and must be returned to the same location. DriveNow would offer a flexible model meaning that vehicles are 'location less' and can be parked in any on-street parking bay without the need for a designated bay. There is no requirement for the car to be returned to the same spot. There is also no need to book in advance, therefore providing on demand usage if there is an available car in the vicinity.

Car clubs are key in bringing about a change in travel behaviour that does not rely on owning a car whilst a flexible car club gives residents choice to travel by different modes.

Sources:

- Draft Mayor's Transport Strategy (2017)

¹ Transport for London (2015), 'A car club strategy for London: Growing car clubs to support London's transport future'

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

The introduction of a flexible car club will have the greatest benefit for those who can drive and who do not currently have access to a vehicle and whose mobility is constrained by lack of public transport options.

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

- Yes

The Carplus Annual Survey has highlighted that members of flexible car clubs tend to have certain demographic characteristics with regards to age and sex – they are predominantly male and over a third are aged between 35 and 44 years. If these characteristics continue to be representative of flexible car club users, then those that have these characteristics are more likely to be impacted by this proposal.

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

- Age
- Pregnancy and maternity
- Sex
- Other (socio-economic characteristics)

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
- Pregnancy and maternity
- Sex
- Other (socio-economic characteristics)

Those who are unable to drive due to age or other reasons, and those who share the characteristics typically associated with members of flexible car clubs are likely to be impacted.

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

- No

The introduction of a flexible car club would not change or remove services used by vulnerable groups of people. The nature of flexible car clubs means that no designated parking bays will be needed and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis.

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

- Yes

The proposal for a flexible car club would relate to an area with known inequalities and have an impact on residents from deprived areas and disadvantaged backgrounds and other socio-economic groups.

Brent ranks 39th out of all English local authorities in terms of deprivation. Fourteen of Brent's Lower Super Output Areas (LSOAs) fall into the 10 per cent most deprived areas in England with six of these 14 found in Stonebridge ward (Brent's most deprived ward). Harlesden, Kilburn, and Willesden Green wards also contain LSOAs which are amongst the most deprived nationally. Only LSOAs in the north of the borough close to its border with Harrow and Barnet fare considerably better. No LSOAs in Brent are in the top 10 per cent least deprived nationally.

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
- Pregnancy and maternity
- Sex
- Other (socio-economic characteristics)

Implementation of a flexible car club will be borough-wide and will provide a new option for those who do not currently have access to a car. It will also impact more on certain equality characteristics due to its nature.

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

- Yes

To know and understand all our communities.

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 was used to inform this EA including:

- Brent Joint Strategic Needs Assessment Deprivation (2015) – presentation
- Office for National Statistics (2012), *2011 Census*
- Office for National Statistics, (2017), *2016 mid-year population estimates*
- Steer Davies Gleave, (2017) *Carplus Annual Survey of Car Clubs*

2016/17: London

- Draft Mayor's Transport Strategy (2017)

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

Based on the Carplus Annual Survey for London, 32 per cent of car club members are aged between 35 and 44 years with nearly a quarter (24 per cent) aged between 30 and 34 years. Overall, over three quarters (77 per cent) are aged 45 and under.

In Brent, taking into account only those aged 17 and over, 20 per cent of the population is aged between 35 and 44 years, and over half of the population is aged under 45 years. These proportions are lower than the equivalent for car club members indicating that car club members are more likely to be from certain age groups.

The nature of flexible car clubs means that no designated parking bays will be needed and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis, prior to implementation.

Sources:

- ONS 2016 mid-year estimates
- Steer Davies Gleave, (2017) *Carplus Annual Survey of Car Clubs 2016/17: London*

5.2 Disability (select all that apply)

- Neutral

The introduction of a flexible car club in the borough will benefit those who are disabled and able to drive who may need access to a car. However, a car club will automatically exclude anyone whose disability prevents them from driving. The impact is not considered to be negative as this group is already excluded from driving.

5.3 Gender identity and expression (select all that apply)

- Neutral

There is no evidence to suggest that residents from this protected characteristic will be affected (either positively or negatively). The nature of flexible car clubs means that no designated parking bays will be needed and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis, prior to implementation.

5.4 Marriage and civil partnership (select all that apply)

- Neutral

There is no evidence to suggest that residents from this protected characteristic will be affected (either positively or negatively). The nature of flexible car clubs means that no designated parking bays will be needed and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis, prior to implementation.

5.5 Pregnancy and maternity (select all that apply)

- Positive

The introduction of a flexible car club could aid those who are pregnant as well as mothers who do not have access to a car, make journeys which would otherwise be difficult using public transport.

The nature of flexible car clubs means that no designated parking bays will be needed and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis, prior to implementation.

5.6 Race (select all that apply)

- Neutral

It has not been possible to determine whether race affects whether someone will join a flexible car club. The Carplus Annual Survey analysed respondent postcodes using Mosaic to determine the characteristics of flexible car club members but it is not possible to infer race from this.

There is no evidence to suggest that residents from this protected characteristic will be affected (either positively or negatively). The nature of flexible car clubs means that no designated parking bays will be needed and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis, prior to implementation.

5.7 Religion or belief (select all that apply)

- Neutral

There is no evidence to suggest that residents from this protected characteristic will be affected (either positively or negatively). The nature of flexible car clubs means that no designated parking bays will be needed and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis, prior to implementation.

5.8 Sex (select all that apply)

- Positive

Based on the Carplus Annual Survey for London, the majority (69 per cent) of car club members are male. If this trend were to continue, men are more likely to benefit from the implementation of a flexible car in the borough.

The nature of flexible car clubs means that no designated parking bays will be needed and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis, prior to implementation.

Sources:

- Steer Davies Gleave, (2017) *Carplus Annual Survey of Car Clubs 2016/17: London*

5.9 Sexual orientation (select all that apply)

- Neutral

There is no evidence to suggest that residents from this protected characteristic will be affected (either positively or negatively). The nature of flexible car clubs means that no designated parking bays will be needed and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis, prior to implementation.

5.10 Other (Socio-economic characteristics)

- Positive

Levels of economic activity vary amongst Brent residents (in this instance those aged 16-74) from less than 62 per cent in Stonebridge ward to nearly 78 per cent in Queen's Park ward. Economic inactivity includes those who are retired, studying, looking after the family or home, as

well as those who are sick or disabled.

The introduction of a flexible car club in the borough may help in increasing mobility for those groups who rely on public transport in areas where accessibility to the public transport network is low and for those on lower incomes.

Sources:

- ONS Census 2011; Table KS601EW to KS603EW – economic activity

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?

The Brent LTTS 2015-2035 makes specific reference to working with car club operators. Public consultation was undertaken for the draft LTTS and included liaising with relevant stakeholders, a questionnaire as well as a number of events. These were designed to represent different sections of the community to determine whether the objectives of the LTTS were relevant and apt for transport in Brent in the future.

No further consultation has been undertaken as part of the proposal to implement a flexible car club in the borough. No designated parking bays will be needed as part of a flexible car club and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis, prior to implementation.

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?

Brent Council will continue to publicise improvements made to reduce or remove barriers to equality and will raise awareness of any outstanding equality issues within the community. It will also ensure that any communication and consultation initiatives are accessible and inclusive of all protected groups, including people with learning disabilities, deaf and blind (as well as deaf blind) residents, people with dementia and their carers, as well as children, young people and older people.

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

There are no negative impacts identified by the equality analysis at this stage, of the introduction of a flexible car club in the borough. The nature of flexible car clubs means that no designated parking bays will be needed and therefore no statutory consultation is necessary. Should any consultation take place, this will be on a site by site basis, prior to implementation.

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

The introduction of a flexible car club does not have any outstanding identified negative impacts.