

## Equality Impact Analysis

### Local Implementation Plan (LIP) Annual Spending Submission 2019/20 – 2021/22

**Department**

Environment and Neighbourhood Services

**Person Responsible**

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**Status**

Complete

**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 primary source of funding for schemes and initiatives to improve transport infrastructure and travel choices in Brent is Local Implementation Plan (LIP) funding, allocated through Transport for London (TfL). LIPs set out how London boroughs will deliver better transport in their area, in the context of borough priorities, overarching Mayoral mode aim and Transport Strategy outcomes to deliver 'Healthy Streets and Healthy People'.

The LIP submission is an annual process and Brent has been granted funding each year since 2004 when the process began. Brent is required to submit an annual spending submission to TfL in the form of a set pro forma to detail how its provisional LIP allocation will be used. In order to inform Members and seek their approval for this, a report, of which this Equality Analysis (EA) forms a part, is submitted to Cabinet detailing the provisional use of this funding.

The LIP submission contains a list of schemes designed to improve highway safety and the public realm as well as on-going borough-wide programmes such as the Bike It project designed to promote cycling in conjunction with Brent NHS and Sustrans, and smarter travel interventions such as the development of School and Business Travel Plans across the borough.

The Mayor of London recently published the new Mayor's Transport Strategy (MTS) in March which identified three key themes in relation to transport and the movement of people and goods within the wider London context over the next years up to 2041. These are:

- Healthy streets and healthy people;
- A good public transport experience; and
- New homes and jobs.

The overarching aim of the MTS, however, is to have 80 per cent of trips made by Londoners to be made on foot, by cycle or using public transport. The schemes proposed in the LIP 2019/20 submission need to ensure that they underpin the associated nine outcomes of the LTS, including:

**Healthy Streets and Healthy People:**

- London's streets will be healthy and Londoners will travel actively
- London's streets will be safe and secure
- London's streets will be used more efficiently and have less traffic on them
- London's streets will; be clean and green

**A Good Public Transport Experience**

- The public transport network will meet the needs of a growing London
- Public transport will be safe, affordable and accessible to all
- Journeys by public transport will be pleasant, fast and reliable

**New Homes and Jobs**

- Active, efficient, sustainable travel will be the best option in new developments
- Transport investment will unlock the delivery of new homes and jobs

Given that funding is limited, it is not possible to deliver all of these schemes, so officers assesses the proposed schemes in a clear and transparent manner, using a prioritization matrix scoring each scheme against its likely benefits. These benefits reflect the new MTS outcomes and Brent's corporate objectives (linked to regeneration, high streets, public health and air quality).

Latest (2016 based) population projections estimate the number of people living in Brent will increase from 328,800 people in 2016, to 347,200 in 2021 and 393,700 by 2041. This represents an increase of 64,900 people (20%) in the next 23 years. Current population projections, subsequently, represent a different scale of population growth than preceding periods. This growth will vary widely across the borough. This increase brings with it a number of challenges and will mean more people of all ages using Brent's streets and the requirement to tailor schemes to take into account the differing needs of these groups (OFFICE FOR NATIONAL STATISTICS 2017).

Brent has a relatively young population compared to the national average with a median age of 32. The median age varied widely across Brent, ranging from 29 years in Stonebridge to 38 years in Kenton. This compares to the median age of 39 of the population in England. The data shows that in 2016, those aged 60 and over comprised 16% (52,124) of the total population. Those aged 19 and under comprised 25% (84,786) of the total population. By 2041, those aged 60+ are expected to comprise 21% (82619) of the total population. Their number will have almost doubled. Again, this growth will vary widely across the borough. When compared with 2016 figures, this indicates that Brent will experience an ageing demographic profile (OFFICE FOR NATIONAL STATISTICS 2017).

The schemes which receive LIP funding need to address Brent's changing demographic as well as look to mitigate existing issues linked to road safety and travel behaviour change. Transport for London undertakes an annual survey, the London Travel Demand Survey, the results of which show that Brent has a car mode share of just over 45% (2017) with the active mode share (walking and cycling) accounting for only some 32%. In terms of trips, Brent residents make on average 2.3 trips per person per day (2017) which is made up of 0.74 active trips, 0.67 public transport trips and 1.03 car trips. LIP funded schemes need to look towards the objectives raised in the draft MTS and encourage active trips as well as ensuring that highway safety is addressed.

Killed and seriously injured casualties emerged as theme of significance from the body of research. Brent has had a good deal of success in reducing all road casualties over the period of LIP and LIP2 with reductions in casualties and fatalities. However, in 2016 there were 917 reported collisions resulting in 1,147 casualties. Of these, 98 were classed as a Killed or Seriously Injured (KSI), with this comprising 3 fatalities (DEPARTMENT FOR TRANSPORT 2017).

Subsequently, more needs still to be done to meet the Mayor's 'Vision Zero' approach of there to be no deaths or serious injuries from road collisions by 2041. The schemes identified in the LIP submission should go some way to addressing this issue and helping that be achieved.

As yet, there is no evidence to suggest any of the schemes within the LIP submission will have an adverse impact on any of the equality groups listed.

Further consultation will be undertaken for specific schemes which may highlight additional issues and/or needs. As yet, there is no evidence to suggest any of the schemes within the LIP submission will have an adverse impact on any of the equality groups listed. If potentially negative issues are to be identified in further consultation, it is considered that these can be well mitigated, taking on board suggestions during implementation. Brent Council will give due consideration to the specific needs identified and to how to incorporate mitigating measures and opportunities to maximise equality.

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

The LIP aims to improve the highway environment and safety as well as encourage changes in travel behaviour. It therefore will have an effect on everyone who lives, works and/or studies in Brent as well as those who visit. It will also affect businesses that operate in Brent as well as neighbouring boroughs.

Residents, businesses, employees and visitors should all benefit alike from the interventions and schemes delivered as part of the LIP 2019/20 Annual Programme, as they contribute greatly to the wider outcomes of the Brent Borough Plan to make Brent a great place to live and work, where people feel that they have opportunities to change their lives for the better and, where business and enterprise can prosper and where local people can find employment.

3. Could the proposal impact on people in different ways because of their equality characteristics? If you answered 'Yes' please indicate which equality characteristic(s) are impacted.

Yes. The LIP 2019/20 Programme comprises a programme of borough-wide measures as well as ward specific measures and, will therefore impact everyone. However the LIP may benefit people in different ways and to a different extent because of their equality characteristics.

Protected Characteristic	Positive	Negative	Neutral	Unknown
Age – Young	Yes			
Age - Old	Yes			
Disability	Yes			
Race	Yes			
Religion/Belief			Yes	
Gender	Yes			
Pregnancy/Maternity			Yes	
Sexual Orientation			Yes	
Gender Reassignment			Yes	
Marriage/Civil Partnership			Yes	

#### Age – Young:

Young people, and in particularly children, make more walking and cycling trips than any other age groups. Young people, subsequently, benefit in particular from investment in active travel. School Travel Plans and the ongoing promotion of walking and cycling most notably enhances their ability to access a wide range opportunities. These active modes will also help to tackle the problem of childhood obesity.

Young people and especially children aged between 10 and 15 make up the largest proportion of child casualties in the Brent.

Children from low income households are particularly at risk as they are five times more likely to be killed in an accident than those from high income households. Work to reduce further casualties and to identify why and where accidents happen is, therefore, likely to have a considerable positive impact on this equality group.

Younger drivers are at higher risk of death or serious injury and so the interventions within our Road Safety programmes are biased to tackling those groups.

#### Age – Older:

Older people make a considerable number of walking trips (often in combination with passenger transport journeys). As such they benefit from investments in non-motorised transport.

#### Gender:

Women are more likely to make pedestrian journeys than men; women, on average, make 15 per cent more walking trips than men (DEPARTMENT FOR TRANSPORT 2011). As such, investments in walking facilities are likely to benefit them disproportionately.

According to the DEPARTMENT FOR TRANSPORT's Personal Security Issues in Pedestrian Journeys (2006) research, women tend to express more personal safety concerns than men; this is particularly so at night, where fear of crime can be a significant travel deterrent. Work to increase the numbers of people walking and cycling and, thus, providing natural surveillance to address such concerns and perception of danger will enable women to gain maximum benefits from Brent's transport network.

#### Race:

Research has found that in the United Kingdom children from ethnic minorities are up to twice as likely as average to be involved in road accidents while walking or playing. Subsequently, road safety measures could particularly benefit this equality group.

#### Disability:

(Re)Designing local streets- and townscapes in accordance with the Health Streets principle will minimise the hazards of the pedestrian environment, particularly for people with mobility difficulties and visual impairments. Efforts to address (obstructive) parking will also be beneficial for disabled people, especially with visual impairment and mobility difficulties.

4. Could the proposal have a disproportionate impact on some equality groups? If you answered 'Yes', please indicate which equality characteristic(s) are disproportionately impacted.

As above under Section 3.1.

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

Highway engineering schemes targeting specific junctions or areas with a safety issue may result in changes being made to these junctions/areas. Vulnerable groups of people may therefore find that the physical environment has changed or has been restricted due to road works, which could pose challenges to disabled people and older residents (e.g. blind or partially blind residents, people with dementia, people with physical disabilities). For example, a zebra crossing may be upgraded to a signal controlled crossing. This would still permit users to cross the road, albeit as part of a controlled crossing instead of relying on drivers to stop.

However, further consultation will be undertaken for specific schemes which may highlight additional issues and/or needs. In this case, Brent Council will give due consideration to the specific needs identified and to how to incorporate mitigating measures and opportunities to maximise equality. If potentially negative issues are to be identified in further consultation, it is considered that these can be well mitigated,

taking on board suggestions during implementation. Brent Council will give due consideration to the specific needs identified and to how to incorporate mitigating measures and opportunities to maximise equality.

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

Evidence suggests that Brent is delineated by mobility rich and mobility poor communities where lack of transport choice is having a major impact on inequalities. For those who are mobility poor the LIP3 seeks to ensure equal access to key opportunities by improving equality of travel opportunity but in a way that is part of a sustainable approach. This will also have a major impact on health inequalities.

This will provide particular benefits in our most disadvantaged communities.

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

As above under Section 3.1.

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

The LIP3 will relate to the Borough's Equality Objectives 2, 3 and 4 as follows:

**(2) To know and understand all our communities.** In developing the LIP3, the Council gathered and analysed equality data and work with a wide range of partners to develop a robust understanding of the changing needs of our local communities. This knowledge has informed our planning and decision making.

A wide selection of external data sources, such as data from the 2011 Census and 2016 Mid-Population Estimate and Population Projections, 2017 London Travel Survey, Transport for London's Travel in London reports as well as their analysis of the borough's walking and cycling potential, have been used to identify transportation related challenges for Brent. Other data sources included: Annual Reported Road Casualties in Great Britain Statistics, Public Health England's Public Health Outcomes Framework and the UK Government's Index of Multiple Deprivation.

The LIP Annual Spending Submission includes schemes identified through a number of sources, including requests from Members and residents; strategic schemes that support the Council's objectives; schemes that have been committed in previous years for multi-year funding; and schemes that have the potential to improve road safety.

**(3) To work in partnership with voluntary and community led organisations to ensure that services are delivered to the wider community.** In developing the LIP 2019/20 Annual Programme, the Council considered a variety of schemes identified through a number of sources, including requests from Members and residents.

**(4) To encourage residents to participate and engage with us in order to help us to shape local priorities and improve our performance in service delivery across the protected groups.**

The LIP 2019/20 Annual Spending submission as dealt with in this assessment, represents a rather wide variety of schemes, comprising a number of infrastructure schemes ranging in scale and complexity and a suite of complementary borough-wide smarter choices measures.

As yet, there is no evidence to suggest any of the schemes within the LIP submission will have an adverse impact on any of the equality groups listed.

Further consultation will be undertaken for specific schemes which may highlight additional issues and/or needs. As yet, there is no evidence to suggest any of the schemes within the LIP submission will have an adverse impact on any of the equality groups listed. If potentially negative issues are to be identified in further consultation, it is considered that these can be well mitigated, taking on board suggestions during implementation. Brent Council will give due consideration to the specific needs identified and to how to incorporate mitigating measures and opportunities to maximise equality.

**Recommend this EA for Full Analysis?**

tbc

**Rate this EA**

n/a