

Equality Impact Analysis

Draft Brent Third Local Implementation Plan 2019-2041

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.

Following publication of the new Mayor's Transport Strategy (MTS) each London borough is statutorily (under section 145 of the GLA Act (1999)) required to develop a new Local Implementation Plan (LIP3) setting out how boroughs will deliver the MTS at a local level.

The LIP3 is a tool to help boroughs, their partners and their communities plan for transport in the way that best meets the needs of the local area.

Nine key outcomes underpin the local borough objectives of the LIP3, 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

We have developed Brent's borough objectives to address local issues by adapting the emphasis of each of the MTS outcomes and placing them in the context of Brent.

Brent's borough objectives are:

- Increase the uptake of sustainable modes, in particular active travel.
- Reduce conventional vehicle trips on the network, particularly at peak times.
- Support growth areas and town centres to enable sustainable development, ensuring people have options how to travel rather than drive.
- Reduce killed and seriously injured incidents and slight accidents on Brent's roads.
- Reduce the exposure of Brent residents to PM and NOx generated by the transport network.

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

When adopted, residents, businesses, employees and visitors to Brent will be affected by the policy strategy and scheme proposals contained within LIP3, which has been extensively consulted on, including the Brent Disability and Neighbourhood Forums to ensure the population of Brent has been well represented and provided an opportunity to highlight any gaps.

Residents, businesses, employees and visitors should all benefit alike from the interventions and schemes set out in the LIP3, 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. There are potential impacts on protected characteristics associated with the LIP3 as identified in the table below.

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?

In exceptional circumstances it may be judged that in order to implement schemes that support the vision and objectives of the LIP3 changes to the public realm or other service areas may be altered in a way that could prevent vulnerable groups to use the public realm or other service areas in the same way as before these changes were implemented.

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 above detailed desktop research as well as a review of related comments from recent consultation on Brent's Long Terms Transport Strategy 2015-2035 and complementary strategies such as the Brent Cycling Strategy 2016-2021 and the Brent Walking Strategy 2017-2022, has provided a significant amount of information necessary to identify issues and opportunities that the LIP3 could address.

(3) To work in partnership with voluntary and community led organisations to ensure that services are delivered to the wider community. In developing the LIP3, the Council consulted on the policy, strategy and scheme proposals contained within LIP3. As part of the statutory consultation process, this included the Brent Disability and Neighbourhood Forums among others to ensure the population of Brent has been well represented and provided an opportunity to highlight any gaps.

(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 Local Implementation Plan as dealt with in this assessment, represents a rather broad approach to transportation in Brent. By its overarching strategic nature, the LIP3 does not provide sufficient detail for specific equality objectives and targets to be identified. However, all interventions and schemes will be developed to respect and embrace equality and diversity in Brent, and will, subsequently, be required to complete scheme specific Equality Impact Assessments.

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?

Yes

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n/a