

## Initial Equality Analysis (EIA) Resident/Service User

<b>1. Details of function, policy, procedure or service:</b>	
Title of what is being assessed: Barnet Long Term Transport Strategy	
Is it a new or revised function, policy, procedure or service? New policy	
<p>The aim of the project is to develop a long term transport strategy for Barnet to 2041 for Barnet. The Strategy will set out our vision for mobility in the borough over the next 20 years and map out a process showing how we will deliver that vision. The Strategy is aimed at a general audience, as well as key stakeholders. Taken together, the Strategy and the Local Implementation Plan (LIP) will define the scope, and prioritise our interventions to improve transport in the borough and support the expected growth of the borough as noted in the councils new Draft Growth Strategy. The expected outcome of the Strategy is to shape the way the transport network develops in order to support growth, make the best use of available resources, and to improve public health and air quality. The Strategy and the LIP complements the Mayor of London's Transport Strategy for which an Integrated Impact Assessment has been carried out<sup>1</sup>.</p>	
Department and Section: Environment – Transport & Highways	
Date assessment completed: December 2019	
<b>2. Names and roles of people completing this assessment:</b>	
Lead officer	Robert Poole, Cara Elkins
Other groups	
<b>3. Employee Profile of the Project</b>	<p><b>Will the proposal affect employees?</b> Employees who travel across Barnet carrying out their roles will face the same impacts as noted within this Resident EIA. Therefore, a specific Employee EIA has not been produced.</p> <p><b>If no please explain why.</b></p> <p><b>If yes, please seek assistance from HR to complete the employee EIA.</b></p>

**How are the following equality strands affected?** *Please detail the effect on each equality strand, and any mitigating action you have taken / required. Please include any relevant data. If you do not have relevant data please explain why / plans to capture data*

Equality Strand	Affected?	Explain how affected	Indicate what action has been taken / or
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<sup>1</sup> <http://content.tfl.gov.uk/integrated-impact-assessment-report.pdf>

			is planned to mitigate impact?
1. Age	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	<p>Between 2018 and 2030, the Barnet population aged 65+ is projected to increase by 33%. Young people (0-19) projected to decrease by 2%.<sup>2</sup></p> <p><b>Positive</b></p> <p>The implementation of the strategy is expected to improve air quality, transport service connectivity and accessibility and safety/ security. Improvements to air quality are expected to be particularly beneficial to children and older people's health, who are impacted disproportionately by poor air quality.</p> <p>Any measures to improve transport connectivity, accessibility and security will enable more active/ sustainable travel among these groups and combat social isolation.</p> <p>Additionally, the strategy includes targeted schemes to increase participation in sustainable travel, particularly for younger people. For example, there is a focus on enabling more children to travel actively on the journey to school</p> <p><b>Negative</b></p> <p>Incentivising car-free living, though intending to improve air quality, reduce car dependency and encourage active travel, could negatively impact older people who are more likely to own a car. Car-free measures would also affect other groups who could have difficulty travelling on public transport. However, this negative impact is expected to be outweighed by the broad health and accessibility benefits delivered by the Strategy.</p>	<p>Mitigation measures could include prioritising car parking for blue badge holders, increasing the availability of car club services and improving the quality of public transport services.</p>
2. Disability	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	<p>In the 2011 Census, 14.0% of Barnet respondents reported a long-term health problem or disability that limited their daily activities.<sup>3</sup> This is expected to rise as the population grows and ages. Disability is often</p>	

<sup>2</sup> [Barnet Council \(2018\) JSNA – Demography](#)

<sup>3</sup> [Office for National Statistics \(2011\) Long-term health problem or disability.](#)

		<p>associated with other health conditions, lower life expectancy, higher rates of risky behaviour (such as smoking, poor diet, physical inactivity).<sup>4</sup></p> <p><b>Positive</b></p> <p>With improved transport accessibility and connectivity, journey times for those who rely on step-free access to rail and underground services should improve.<sup>5</sup></p> <p>Measures to increase participation in active and sustainable travel, including bus ridership and inclusive cycling initiatives could help improve disabled people's health, as they are more likely to experience higher mortality rates than the general population.<sup>6</sup> Disabled people are twice as likely to be inactive when compared to non-disabled people,<sup>7</sup> and generally research has highlighted the relatively poor health (shorter life expectancy; respiratory disease and coronary heart disease incidence) of people with learning disabilities in numerous aspects of health.<sup>8</sup></p> <p><b>Negative</b></p> <p>If transport service accessibility and connectivity is not improved, this could deter travelling and narrow opportunities for economic and social activity, with potential negative consequences for physical and mental well-being. The impact of this could be similar for older people and parents with young children.</p> <p>Incentivising car-free living, though intending to improve air quality, reducing car dependency and encourage sustainable travel, could negatively impact people with</p>	<p>Mitigation measures could include prioritising car parking for blue badge holders, increasing the availability of car club services and improving the quality of public transport services.</p>
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<sup>4</sup> [Barnet Council \(2018\) JSNA – Demography.](#)

<sup>5</sup> [Lambeth Council \(2018\) Lambeth Transport Strategy & Local Implementation Plan.](#)

<sup>6</sup> Messent, P.R., Cooke, C.B. and Long, J. (1999) Primary and secondary barriers to physically active healthy lifestyles for adults with learning disabilities. *Disabil Rehabil*, 21(9), 409-419.

<sup>7</sup> [Public Health England \(2018\) Physical activity for general health benefits in disabled adults.](#)

<sup>8</sup> [Emerson, E. and Baines, S. \(2011\) Health inequalities and people with learning disabilities in the UK. Tizard Learning Disability Review, 16\(1\), 42-48.](#)

		disabilities who rely on cars. Car-free measures would also affect other groups who could have difficulty travelling on public transport.	
3. Gender reassignment	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	<p>Though figures are not available at borough level, the Government Equalities Office estimates that there are approximately 200,000 – 500,000 trans people in the UK.<sup>9</sup> A 2011 survey undertaken by the Equalities Office reported respondents most feared for their safety on the streets and on public transport.<sup>10</sup></p> <p><b>Positive</b></p> <p>Measures to improve transport safety and security will be beneficial to this group. Other policy approaches are likely to be neutral in terms of equalities considerations with other groups.</p>	
4. Pregnancy and maternity	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	<p>Issues that impact on women, are relevant here, such as transport security and transport accessibility.</p> <p><b>Positive</b></p> <p>Measures promoting ease of accessibility and movement will have a positive impact on (expectant) mothers, as well as the general population. Improvements such as dropped kerbs, reduced gradients and the installation of Equality Act 2010 – compliant infrastructure at bus stops and rail stations will improve accessibility for adults travelling with young children in push chairs.</p> <p>Measures to improve air quality will be beneficial to pregnant women, who have found to be vulnerable to air pollution, as unborn children’s exposure has been associated with low birth weight.<sup>11</sup></p> <p><b>Negative</b></p> <p>Intensifying car-free living, though intending to improve air quality, reduce car dependency and encourage active travel, could negatively impact those people who rely on cars. Car-free measures could</p>	<p>Mitigation measures could include increasing the availability of car club services and improving the quality of and physical</p>

<sup>9</sup> [Government Equalities Office \(2018\) Trans People in the UK.](#)

<sup>10</sup> [Government Equalities Office \(2011\) Headline findings from our transgender online survey.](#)

<sup>11</sup> Smith *et al.* 2017. Impact of London’s road traffic air and noise pollution on birth weight: retrospective population based cohort study. *BMJ*, 359.

		negatively impact adults with young children and prams.	access to public transport services.
5. Race / Ethnicity	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	<p>Between 2018 and 2030, Barnet's population is projected to become more ethnically diverse. In 2018, the White ethnic group comprised 60.5% of the borough's population, but by 2030, this is predicted to reduce to 57.7%. The proportion of Black, Asian and Minority Ethnic (BAME) people in the borough is projected to rise from 39.5% in 2018 to 42.3% in 2030.<sup>12</sup> In Barnet, the highest proportions of BAME are found in the most deprived wards.<sup>13</sup></p> <p><b>Positive</b> The implementation of the Strategy is expected to increase participation among underrepresented groups. BAME groups are overrepresented in indices of deprivation, and are more likely to be exposed to transport related harmful impacts, such as traffic collisions<sup>14</sup> and poor air quality<sup>15</sup> which the Strategy seeks to address.</p> <p>Measures to address Anti Social Behaviour (ASB) on public transport will positively affect people who fear racial discrimination.</p>	
6. Religion or belief	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	<p>As of 2017, 38.6% of respondents to the Annual Population Survey are Christian, 22.6% are Jewish, 20.5% have no religion, 8.1% are Muslim, 4.8% are Hindu, 3.2% are other, 1.2% are Sikh and 1.1% are Buddhist.<sup>16</sup></p> <p><b>Positive</b> Anti-social behaviour on public transport can relate to signs of religion. The policies of the Strategy, particularly around security and safety, are likely to impact all faith groups equally, as well as the other protected groups.</p>	

<sup>12</sup> [Barnet Council \(2018\) JSNA – Demography.](#)

<sup>13</sup> [Barnet Council \(2018\) JSNA – Demography.](#)

<sup>14</sup> Steinbach R, Edwards P, Green J, and Grundy C (2007) Road Safety of London's Black and Asian Minority Ethnic Groups: A report to the London Road Safety Unit.

<sup>15</sup> Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

<sup>16</sup> [Barnet Council \(2018\) JSNA – Demography.](#)

		<p><b>Negative</b> Traffic conditions, public transport, parking and other factors influence residents' ability to travel to places of worship and meet religious obligations. If any of the transport policies change service availability, this could prohibit residents from travelling to places of worship or meeting religious obligations.</p>	Mitigation measures could ensure that a range of options for travel are available which in turn should enable people to make the best choice for themselves.
7. Gender / sex	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	<p>A 2013 TfL survey found that 15% of women had experienced unwanted sexual behaviour while travelling on public transport in London over the previous twelve months, and that 90% had not reported it to the police.</p> <p><b>Positive</b> Measures to address anti social behaviour and safety on public transport will positively affect women, as well as all other groups, who do not feel safe while using public transport.</p>	
8. Sexual orientation	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	<p>In 2015, London had the largest percentage (2.6%) of the British population who identified as gay, lesbian or bisexual.<sup>17</sup> TfL research on LGB perspectives of public transport indicates that key priorities should include: safety, reliability, customer service and information, and personal safety. It is difficult to accurately estimate the number of LGBTQI+ in London as this category is not included in the Census.<sup>18</sup></p> <p><b>Positive</b> Measures to address anti social behaviour and safety on public transport will positively affect LGBTQIA+ people who fear discrimination because of their sexuality.</p>	
9. Marital Status	Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/>	None	
10. Other key groups?	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	Policies relating to: transport service security, accessibility and connectivity; active/car free travel and air quality are expected to impact	

<sup>17</sup> [Office for National Statistics \(2015\) Sexual identity, UK: 2015](#)

<sup>18</sup> [Assessment of the GGLA's impact on lesbian, gay and bisexual equality](#)

Carers	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	these groups to the same degree as the other groups above.	
People with mental health issues	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	The implementation of the Strategy is expected to improve physical access to the public transport network for parents/carers, for whom step-free access may be particularly important	
Some families and lone parents	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>		
People with a low income	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>	There is a correlation between income and health; lower income groups are more likely to experience poor health. <sup>19</sup> Many of the negative external impacts of the transport network are experienced disproportionately by groups with fewer economic resources and those in relative deprivation. For example, poor air quality exposure is correlated to proximity to main roads where housing may be more accessible to these groups. Further, these groups are over-represented in road traffic collisions. <sup>20</sup> Measures to improve air quality and road safety will be beneficial to this group. If new technologies are trialled by and marketed toward those with more resources, low-income groups could be negatively affected as they are likely to have less access.	
Unemployed people	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>		
Young people not in employment education or training	Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/>		

**5. Please outline what data sources, measures and methods could be designed to monitor the impact of the new policy or service, the achievement of intended outcomes and the identification of any unintended or adverse impact?**

*Include how frequently monitoring could be conducted and who will be made aware of the analysis and outcomes*

Monitoring the impact of the Strategy will be dependent upon the actions which are generated as part of Strategy. At this time in the Strategy development we are unsure of the actions, however suggestions of possible monitoring has been noted below.

<sup>19</sup> [Public Health England \(2017\) Chapter 6: social determinants of health.](#)

<sup>20</sup> [Edwards et al. \(2006\) Deprivation and road safety in London.](#)

- Air quality monitoring – Locations of monitors in most polluted and congested areas (Source: Re); the number of EV chargers and usage (Source: LBB/ Provider)
- Car type ownership via resident permit applications (Source: LBB)
- Transport mode choice – London Travel Demand Survey (Source: TfL); Car Club usage, (Source: LBB/ Provider)
- Active travel rates – annual surveys or TfL initiatives (Source: TfL)
- User surveys / consultations – Incremental throughout strategy time period (Source: LBB)
- Safety – KSIs (Source: TfL, Re) and Transport-related crime statistics (Source: TfL)

6. Initial Assessment of Overall Impact		
Positive Impact  <input checked="" type="checkbox"/>	Negative Impact or Impact Not Known <sup>21</sup>  <input checked="" type="checkbox"/>	No Impact  <input type="checkbox"/>
7. Scale of Impact		
Positive impact:  Minimal <input type="checkbox"/> Significant <input checked="" type="checkbox"/>	Negative Impact or Impact Not Known  Minimal <input type="checkbox"/> Significant <input checked="" type="checkbox"/>	

8. Outcome			
No change to decision  <input type="checkbox"/>	Adjustment needed to decision  <input type="checkbox"/>	Continue with decision <i>(despite adverse impact / missed opportunity)</i>  <input checked="" type="checkbox"/>	If significant negative impact - Stop / rethink  <input type="checkbox"/>

<sup>21</sup> 'Impact Not Known' – tick this box if there is no up-to-date data or information to show the effects or outcomes of the function, policy, procedure or service on all of the equality strands.

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**9. Please give a full explanation for how the initial assessment and outcome was decided. .**

**November 2019**

The equalities impact of the Strategy has been considered throughout its creation; including through a number of workshops with external stakeholders, Council officers, and elected members. The impacts will continue to be considered in light of any potential future changes, and throughout the public consultation process, with residents and service users. As a result, this Equalities Impact Assessment will be updated and revised at appropriate points throughout the development of the Strategy. In addition, specific proposals within the Strategy are likely to require further development, consultation and, where appropriate, their own Equalities Impact Assessments.

Due to the overarching nature of a Transport Strategy, almost every protected group could be impacted. The majority of these (outlined above) are positive and would benefit all groups. Some potential negative impacts relate to the availability of parking, or service alteration, which would impact those who are most reliant on car use to move around the borough, such as those with limited mobility (e.g. older people, people with disabilities, parents with young children, and carers).