Health Equity Assessment of the Barnet Draft Long Term Transport Strategy 2020-2041

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Introduction to the Transport Strategy

- Barnet's Draft Long Term Transport Strategy (LTTS) 2020-2041 is the vision for transport in the borough and includes a roadmap of interventions to achieve this vision.
- The LTTS supports other council strategies (such as the Joint Health and Wellbeing Strategy and the Growth Strategy) and enables target investments in transportation.
- Barnet's transport infrastructure will be improved by the possible proposals in the document and the high level actions proposed within.
- There is potential within the LTTS to improve health for Barnet residents and those opportunities will be explored in this assessment.

verarching Health Outcomes

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ategy Theme	Impacts	Health outcomes
lking	Improved mobility and access to local area. More opportunities for physical activity. A modal shift from car to walking will also improve air quality.	Reduced risk of cardiovascular disease, type 2 diabetes a musculoskeletal conditions. Potential obesity reduction. Improved mental wellbeing.
blic Transport	Improved access to recreational spaces, local amenities and active travel. Provides more occasions for social engagement (especially amongst older people).	Improved mental wellbeing. Reduced risk of cardiovascul disease, type 2 diabetes and musculoskeletal conditions.
cling	Increased mobility and accessibility. Encourages active travel and physical activity.	Improvements to cardiovascular disease outcomes. Promotion of mental wellbeing. Reduced BMI and obesit reduction.
r	Road safety improvements within the borough. Potential reduction of congestion and improvements to air quality.	Reduction of serious injuries and casualties related to roa traffic incidents. Physical activity could be negatively affected by continued reliance on cars.
eight and logistics	Consolidation could reduce the amount of vehicles on the road and a movement to an electric fleet will reduce congestion and air quality impacts. Consolidating freight may also have a positive impact on safety for pedestrians and cyclists.	Reduction of serious injuries and casualties related to roa traffic incidents. Possible reduction in respiratory illness relating to pollutants from diesel/petrol vehicles.
haviour change	Better and safer uptake of active travel and road safety interventions. Children will enforce behaviours for family and friends so will reinforce behaviour change in general population.	For active travel related programmes - improved mental wellbeing and cardiovascular disease outcomes.

ckground[1]

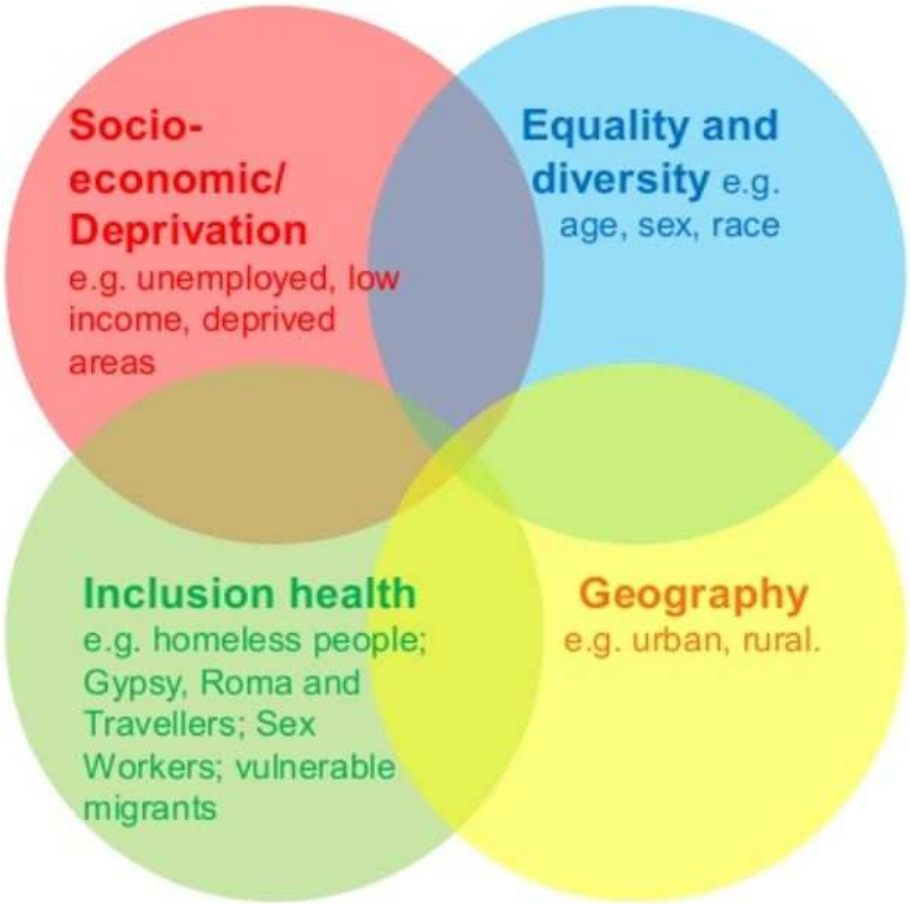
alth inequalities are potentially preventable
ferences in health across the population, and
tween different groups within society.

alth inequalities arise because of the conditions
which we are born, grow, live, work and age.
ese conditions influence our opportunities for
od health and how we think, feel and act, and
s shapes our mental health, physical health and
llbeing.

blic Health England documents health
equalities between population groups across
ur dimensions, illustrated on the right.

king action on health inequalities requires
proving the lives of those with the worst health
tcomes, fastest.

Dimensions of health inequalities



Health England (Wider determinants of health profile))

ur Dimensions of Health Inequalities

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ocioeconomic deprivation	Equality and diversity
onsider how proposals within the strategy will affect the ealth of unemployed, low income or people living in eprived areas. Unemployment in Barnet is estimated to e 4.7%[1.] Barnet is the 8th least deprived London orough[2].	How will this strategy affect health based on age, sex, race, sexual orientation, and disability. As an initial EQIA has been conducted on the strategy already, we will be explicitly focusing on health outcomes.
nclusion health	**Geography**
ulnerable groups of society, or 'inclusion health' groups, or example, vulnerable migrants; Gypsy, Roma and ravellers, as well as homeless people and sex workers. here is limited scope to address inclusion health in this ssessment this is a strategy and not a specific rogramme/scheme.	Consider the differences in accessibility and transport needs between densely and less densely populated areas Barnet contains many urban towns centres as well as a hilly topography with less dense areas.

Health England (Wider determinants of health profile) 2. Ministry of Housing, Communities and Local Government (English indices of multiple deprivation 2019)

Introduction to a Health Equity Assessment

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- Health Equity Assessments (HEA) assesses the affect that a proposed strategy will have on health inequalities. This document will also discuss the heath impacts of a strategies action, in this case the LTTS.
- The HEA will provide a set of actions that aim to maximise the positive impacts on heath inequalities and mitigate against negative impacts that could create or widen health inequalities.
- The impact each intervention in the LTTS has on health inequalities will be scored and a recommendation will be provided on interventions if they have a negative impact on inequalities or if positive impacts can be further improved.

sessment Scale

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++	Likely to significantly reduce health inequalities. The effects are likely to be direct and permanent and the magnitude will be major.
+	Positive reduction in health inequalities affecting a small proportion of the borough. The effects can be direct or indirect, temporary or reversible.
0	Neutral.
-	Negative health impact; increasing health inequalities affecting a small proportion of the borough. The effects can be direct or indirect, temporary or reversible.
--	Likely to significantly increase health inequalities. The effects are likely to be direct and permanent and the magnitude will be major.
?	Not sufficient information to make a robust assessment of impact.
NA	Not applicable for the assessment criteria.

Objectives of the LTTS and their relation to health

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Objective 1: Transport in Barnet keeps the borough moving, enabling people and goods to move within and through the borough efficiently using high quality orbital and radial links.

- Expanding high quality services will improve the inclusivity of transport and be enhanced by support from Public health.

Objective 2: All users can use the transport system regardless of age, ability and income, and the negative impacts of transport are limited.

- Addressing the accessibility of services and negative issues like noise pollution will create a better service for all. Accessible transport will better connect spaces and offer residents access to more of their local area and amenities/services.

Objective 3: Transport contributes positively to the health of the borough, by prioritising active travel and ensuring air quality is good.

- The role transport has in improving health is significant. Active travel interventions and air quality improvements will be wide reaching and help the residents of the borough to be healthier and make healthy choices.

Objective 4 : The road network and transport system in Barnet is safe and residents and visitors feel safe across all transport modes.

- Safety improvements will lead to residents taking up more transport modes including cycling. An improved feeling of safety will improve wellbeing and lead to better use of more transport modes.

Objective 5: Barnet's transport network creates better places to live and work, supports local businesses to thrive sustainably, and is flexible, adapting to future opportunities presented by technology and travel patterns.

- Health and wellbeing of residents will be supported by the creation of better places to live, work and visit and enhance engagement with town centres and local areas.

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Assessment of health inequalities

Walking

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ention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
lthier routes to	Impact on socioeconomic groups is positive as there are little barriers to participation. Impact would only be seen in areas near participating schools.	School streets will support older and disabled residents by making pedestrian spaces more accessible and clearer for walking. There will also be a positive impact on children and adolescents.	There is no negative impact on inclusion health with this programme. School streets will be accessible to all who choose to use them.	Improvements would not be borough wide so only in certain areas. Affect on geography is determined by where the interventions take place..	+	
traffic urhoods	Introduction of these areas will support those that may not have a car or have access to modes of transport other than walking or cycling.	Low traffic areas will support older residents and disabled residents by making pedestrian spaces more accessible and clearer for walking.	Intervention will be inclusive to all who choose to use it with no barriers to access or negative impacts on these group.	Proposed areas for low traffic neighbourhoods show that this will benefit dense residential streets only so wouldn't impact less dense areas.	+	
age and ng	Wayfaring will mainly benefit those that live in and use built up areas. Proposed sites are spread across the borough so areas at different levels of deprivation will access this intervention.	The planned inclusion of accessibility features in wayfinding measures will make walking accessible.	Intervention will be inclusive to all who choose to use it with no barriers to access or negative impacts on these group.	Wayfinding sites will benefit built up town centres and urban parts of the borough. Due to the nature of this work it is not suitable for areas with low population density and those areas would not benefit from wayfinding/signage.	++	

Walking

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ention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
ve route – the oop	Walking routes will be able to be accessed by most resident regardless of socioeconomic status. A barrier may arise for those in areas where they have to use public transport but lack the funds to do so for non-essential journeys.	The loop would provide physical activity opportunities for all regardless of age or level of mobility. Whilst some residents could not participate in the entire route, it will create new recreation paths that residents can use some of at a distance that suits their ability.	Intervention will be inclusive to all who choose to use it with no barriers to access or negative impacts on these group.	The Barnet loop will benefit mainly those in the rural parts and western parts of the borough. However improved transport links will support residents to access this for physical activity.	+	
esting to improve way network	All socioeconomic groups will be positively effected by these changes. Investment would be borough-wide and there is no socioeconomic barrier to accessing this intervention.	Footway improvements will make areas more accessible for older and disabled residents. Thus, improving their connection with local areas. Wheelchair users, less mobile pedestrians and parents will benefit from the safer, wider footways created by this. 65% of disabled Londoners found pavement condition to be a barrier to walking[1].	Intervention will be inclusive to all who choose to use it with no barriers to access or negative impacts on these group.	Implementation will be borough wide and neither dense and less densely populated areas would be negatively impacted by this.	++	

rt for London (Walking action plan)

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vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
parking	Lower socioeconomic groups are the least likely to have suitable cycle storage within their accommodation. Increasing the availability of cycle storage, particularly in areas of deprivation may reduce the barriers to cycling. Indirectly, this may encourage the uptake of active travel.	No significant impact.	No significant impact.	Residents living in higher density areas are less likely to have suitable cycle storage within their accommodation. Increasing the availability of cycle storage in these areas may encourage uptake of active travel, reducing inequalities between urban and suburban areas of the borough.	+	To reduce health inequalities amongs population subgrou areas with high urba density and more deprived areas shou prioritised when implementing cycle storage.
network	Potential cycle network sites identified in C2 will increase the accessibility of active travel within Barnet's more deprived areas. It should be noted that lower socioeconomic groups are least likely to use trains or underground and may have different destination needs[1].	The additional connectivity provided by new cycle networks will enhance safety and inclusivity encouraging uptake amongst vulnerable groups including; children and older adults, women and BAME groups.	No significant impact.	The potential opportunities for cycle routes identified in W4 and C2 cover both orbital and N/S routes within the borough. The accessibility of this cycle network would benefit both urban and more rural areas of the borough.	++	

ort for London (People on low incomes summary) 2. Health Equity in England: Marmot Review 10 Years On

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vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
provision	Lower income groups will have the greatest need for affordable transport options. Consulting with residents from more deprived areas may help identify appropriate price points for cycle share schemes and whether they would be fit for purpose for this group.	Vulnerable groups are more likely to identify as physically inactive[1]. Increasing the accessibility of electronic bikes may encourage those self-identifying as less fit to try cycling.	No significant impact.	As identified within the strategy, the topography of Barnet may discourage residents from cycling. By increasing the financial accessibility of electric bikes, residents in more areas of the borough may be encouraged to take up cycling.	+	When trialling schen prioritising areas wit higher deprivation alongside cycling potential can maxim positive health impa
raining	Free cycle training reduces financial barriers to cycling for low income groups.	Providing cycle training which is tailored to those with disabilities or partnering with organisations providing women specific cycle training[2] may reduce inequalities in use.	No significant impact.	The flexibility of cycle training means it can be delivered in different areas of the borough.	++	When tailored to the needs of vulnerable groups and training i both financially and physically accessible key population segm this may have a sign impact on uptake lo term.

England, Active Lives Survey (2018/19) 2. Sustrans (2018) Cycling: Reducing the gender gap

ublic transport

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rvention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
press and orbital tes	Addition of a new bus option would benefit those with a lower income who use these services more than other modes[1]. This is as it is cheaper than train/tube services and reaches more of the borough.	Bus option reach more areas and may be closer to access than trains or underground services. Elderly and disabled residents could better access these and would benefit from improvements.	No significant impact	Express and orbital route will most likely be between key areas and not cover the rural parts of the borough.	+	
proving the existing work	Improving the existing bus network would benefit those with a lower income. This is as it is cheaper than train/tube services and reaches more of the borough. From 28 April to 25 May 2020, 74% of journeys in London were by bus (31.2m journeys)[2].	Bus options reach more areas and may be closer to access than trains or underground services. Elderly and disabled residents could better access these and would benefit from improvements.	No significant impact	Improvements to the bus network will support access for both the urban and rural parts of Barnet that are currently accessible by bus.	++	
prove the existing Underground s	Underground and rail options will still remain more expensive than other forms of public transport. Those with lower incomes may not be able to access these services frequently. Increases to frequencies could make services more useable for more users such as shift workers.	Changes to capacity/frequency would make services more convenient to more of the population.	No significant impact	The planned additions of stations at Brent Cross and New Southgate will provide better access to services at those locations and surrounding areas.	+	

rt for London (People on low incomes summary) 2. Transport for London (Public Transport Journeys by Type of Transport)

Public transport

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ervention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
n-demand services	Impact of on demand services in deprived areas is dependent on where these services operate. Affordability of these services for low income families is dependent on pricing structure of proposed services.	Providing specific services that are in key areas that are under served or have low demand will give all in the community better access to transport. On demand services will benefit the elderly and disabled to access their local areas and services.	No significant impact	This will benefit areas that are currently not fully accessible due to geography or service demand, especially the less densely populated areas.	+	
ateways	Gateways in more deprived areas will help those residents to increase access to public transport. Those at low income would benefit from cycling and walking improvements but cost to access train services may remain a barrier.	Gateways will help the less mobile by improving public realm and increasing resting places[1]. Improving public realm will encourages multi modal transport and walking and cycling to gateways.	No significant impact	Planned gateways are only feasible where stations are so will only affect urban areas.	++	

rt for London (Guide to the Healthy Streets indicators)

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vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
ubs	This proposal is unlikely to have a significant impact on the health of lower socioeconomic groups. Although less expensive than owning a private vehicle, car clubs continue to be an unaffordable option for those on low incomes.	This proposal is unlikely to have a significant impact on the health of vulnerable groups. Although more accessible than public transport, the current availability of car clubs would not provide a suitable alternative for those with disabilities.	No significant impact.	In population dense residential areas there is unlikely to be space for each household to have a private vehicle. However, some journeys and services remain inaccessible by public transport. Car clubs therefore have the potential to reduce inequalities in accessibility based on geographical area.	+	
ic vehicle charging	Pollution levels are, on average worse in areas of highest deprivation compared with areas of lowest deprivation[1]. By encouraging electric vehicle use alongside public transport and active travel, air quality may improve.	In London the highest air pollution levels occur in ethnically diverse neighbourhoods, even after allowing for the fact that some of these neighbourhoods are more deprived[1]. By encouraging electric vehicle use alongside public transport and active travel, air quality will improve.	No significant impact.	In areas of the borough that remain inaccessible by public transport or active travel, electric vehicles are a suitable option to reduce air pollution.	+	

n Equity in England: Marmot Review 10 Years On

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vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
safety ents	Rates of fatal and serious injuries for 5-9 years olds are nine times higher than average in the 20 percent more deprived areas than in the least deprived areas in England[1].	A review on the physical environment and physical activity among children ages 3-18 found that children's participation in physical activity was associated with their parents' perception of safety from traffic. One study has found that environmental hazards related to traffic and falls risks can be significant barriers to walking for seniors. Therefore, the overall reduction in traffic volumes, coupled with safe speeds, will increase the perception of safety and security and encourage people to walk and cycle in these spaces.	For rough sleepers and Roma, Gypsies and Travellers, road safety improvements have the potential to improve street scene and reduce the risk of KSI's across all groups, including those identified through inclusion health.	Improving road safety will have a positive impact on health outcomes for both urban dense and less dense areas of borough.	++	
place parking levy	This proposal is unlikely to have a significant impact on the health of lower socioeconomic groups, as they are the least likely to own private vehicles. However, if an employer transfers the cost of parking spaces to employees there is a risk that lower socioeconomic groups will be disproportionately affected.	This has the potential to have a negative impact on accessibility for blue badge holders. This can be easily mitigated by making exceptions for disabled parking spaces at workplaces.	No significant impact.	This may have a slight impact on the financial accessibility of jobs that are only accessible by car. However, this can be mitigated by greater public transport and active travel accessibility[2].	+	Negative impacts easily mitigated. discouraging car have positive hea impacts for the p as a whole. A tie pricing system ba salary is recomme businesses to inc in their parking s

Equity in England: Marmot Review 10 Years On 2. TfL IIA for Mayor's Transport Strategy 3

vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
r management g	Providing a reduction in fees to residents who own electric vehicles, which tend to be more costly, may increase inequalities in financial accessibility of parking management for lower income groups who cannot afford electric vehicles. However, parking controls will improve street scene; encouraging walking and cycling. It may also improve accessibility and efficiency of buses; improving public transport accessibility for lower income groups who are most likely to use a bus.	This has the potential to have a negative impact on accessibility for blue badge holders. This can be easily mitigated by making exceptions or reducing fees for disabled parking spaces.	No significant impact.	This may have a slight impact on the accessibility of areas of the borough without appropriate public transport or active travel. However, this can be mitigated by greater public transport and active travel accessibility.	+	Negative impacts ca easily mitigated. Ov discouraging car use have positive health impacts for the population as a who
user charging	This may increase inequalities in financial accessibility of car use for lower income groups who cannot afford additional costs. However, discouraging car use amongst the population as a whole will also have a positive impact on the health outcomes of more deprived communities; benefiting from improved air quality, more reliable public buses and an improvement in street scene.	The introduction of road user charging could have disproportionate impacts on disabled people who are reliant on private vehicles to access employment and leisure opportunities. This can be mitigated by making exceptions for blue badge holders.	No significant impact.	This may have a slight impact on the financial accessibility of jobs that are only accessible by car. However, this can be mitigated by greater public transport and active travel accessibility[1].	+	Negative impacts ca easily mitigated. Ov discouraging car use have positive health impacts for the population as a who Tiered pricing based salary can mitigate for low income households. It is understood that thi TfL's control.

eight and logistics

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rvention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
rnative fuels for	Pollution levels are, on average worse in areas of highest deprivation compared with areas of lowest deprivation[1]. By supporting electric vans with charging points, air quality may improve in these areas.	In London the highest air pollution levels occur in ethnically diverse neighbourhoods, and the link stands even after allowing for the fact that some of these neighbourhoods are more deprived[1]. By promoting electric van use air quality may improve.	No significant impact.	As the demand for freight continues in all areas of the borough, electric vehicles are a suitable option to reduce air pollution.	+	
solidation	By promoting consolidation of freight needs in the safest, cleanest and most efficient way possible we can promote better air quality and improve perceptions of safety on our roads. Low income areas are disproportionately affected by these issues at the moment and therefore have the most to gain from freight consolidation.	One study has found that environmental hazards related to traffic can be significant barriers to walking for seniors. Therefore, the overall reduction in traffic volumes and congestion, coupled with safe speeds, will increase the perception of safety and security and encourage older people to walk and cycle[2].	No significant impact.	As the demand for freight continues in all areas of the borough, consolidation is the most suitable option to promote air quality and reduce traffic congestion; improving walking and cycling environments.	++	

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haviour change

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vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
arching change ne and specific change for each	An overarching behaviour change programme as detailed in the current draft strategy is unlikely to have significant impacts on modal shift amongst vulnerable groups. However, encouraging modal shift across the population as a whole will have an indirect positive impact on their transport experience.	An overarching behaviour change programme as detailed in the current draft strategy is unlikely to have significant impacts on modal shift amongst vulnerable groups. As part of a wider community engagement strategy, specific consideration could be given to engaging with these groups.	No significant impact.	By including tailored behaviour change programming for each intervention in the strategy, this proposal will have a positive impact on different areas of the borough.	+	Public Health can support engagement planning for vulnerable groups. When delivered well, this has the potential to significantly imp health and reduce inequalit
ation, training city - road, travel nal safety	The current strategy does not provide a specific commitment to provide education and training for lower income groups. However, encouraging education and training across the population as a whole will have an indirect positive impact on their transport experience.	The current strategy does not provide a specific commitment to provide education and training for harder to reach or more vulnerable groups; including women, BAME or older adults. However, encouraging modal shift across the population as a whole will have an indirect positive impact on their transport experience.	No significant impact.	The current proposal is unlikely to have significant impacts on modal shift amongst varying geographical areas. This can be easily mitigated by tailoring modal shift messages to the walking/cycling potential of an area.	0	Including a specific stateme within the strategy which proposes engagement with vulnerable groups will help highlight our commitment t reducing inequalities as a co When delivered well, this ha potential to significantly imp health and reduce inequalit
el Planning	Providing travel plans as part of the planning process will have a positive impact on modal shift amongst lower income groups.	Including specific requirements within travel plans to accommodate the needs of disabled residents could be referenced within the strategy.	No significant impact	Providing travel plans as part of the planning process will have a positive impact on modal shift amongst all areas of the borough.	+	The strategy could have mo specific references to how behaviour change will suppo vulnerable and harder to re groups through travel plann

VID-19, Transport and Health

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Although the Draft LTTS is a long term vision for transport in Barnet, the effects of COVID-19 on movement and transport are likely to last in the short to medium term; potentially affecting travel long term. The recent pandemic has also highlighted the need to address health inequalities within the population. The way people move and access services is one of the most significant ways we can improve population health.

An initial survey on transport and COVID-19 from Centre for London[1] found that in the 3-6 months following lockdown:

- 1 in 3 of those surveyed will use their car more
- 1 in 3 said they would walk and cycle more
- 1 in 2 will use public transport "significantly less"

It is currently unclear whether these findings reflect the experiences of vulnerable groups as well. Further consideration on COVID-19 and transport across London as a whole is needed.

for London survey available at: https://www.centreforlondon.org/blog/lockdown-changing-travel

ummary of recommendations

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C1 Cycle parking	C3: Cycling provision	C4: Cycle Training
To reduce health inequalities amongst population subgroups, areas with high urban density and more deprived areas should be prioritised when implementing cycle storage.	When trialling schemes, prioritising areas with higher deprivation alongside cycling potential can maximise positive health impacts.	When tailored to the needs of vulnerable groups and training is both financially and physically accessible to key population segments this may have a significant impac on

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R4: Workplace parking levy	R5: Better management of parking	R6: Road charging scheme
Negative impacts can be easily mitigated. Overall, discouraging car use will have positive health impacts for the population as a whole. A tiered pricing system based on salary is recommended for businesses to incorporate in their parking schemes.	Negative impacts can be easily mitigated. Overall, discouraging car use will have positive health impacts for the population as a whole.	Negative impacts can be easily mitigated. Overall, discouraging car use will have positive health impacts for the population as a whole. Tiered prici based on salary can mitigate negative impacts for low income households. It is understood that this i in TfL's control.

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BC1: Overarching behaviour change programme and specific behaviour change activities for each proposal	BC2: Education, training and publicity - road, travel and personal safety	BC3: Travel Planning
Public Health can support engagement planning for vulnerable groups. When delivered well, this has the potential to significantly improve health and reduce inequalities.	Including a specific statement within the strategy which proposes engagement with vulnerable groups will help highlight our commitment to reducing inequalities as a council. When delivered well, this has the potential to significantly improve health and reduce inequalities.	The strategy could have more specific references t how behaviour change will support vulnerable and harder to reach groups through travel planning.

Conclusion

- The LTTS overall is positive in its impacts on health inequalities.
- No interventions had negative impacts and recommendations have been provided to increase the positive impact where required.
- Behaviour change has been identified as a key area where Public Health can support to improve it's impact on health inequalities.
- Health is a clear part of the objectives of the LTTS and the HEA supports that. Next steps will be support from Public Health in the implementation plan for the strategy.
- We can evaluate the LTTS implementation and link to measures that monitor it's impact on reducing inequalities.
- If implemented fully, the LTTS will have a positive impact on reducing local health inequalities.