

Wandsworth's Third Local Implementation Plan

Equalities Impacts Assessment

1 Introduction

- 1.1 The council produced a draft Equalities Impacts Assessment (EQIA) of its draft Third Local Implementation Plan (LIP) (November 2018). The EQIA aimed to demonstrate that the objectives and proposals within the LIP would not have a negative impact on a particular equality target group, or that any adverse impacts identified would be appropriately managed. The EQIA is intended to meet the council's duties under relevant race, disability and gender legislation, including the Race Relations (Amendment) Act 2000, the Disability Discrimination Act 2005 and the Equality Acts 2006 and 2010.
- 1.2 Following consultation on the LIP and the draft EQIA, a small number of changes have been incorporated into this document, the Final EQIA. This accompanies the Final LIP which was approved on 12th April 2019.
- 1.3 Protected groups considered in this EQIA correspond to those set out in the Equality Act 2010, excluding "marriage and civil partnership" which applies to employment rather than strategic plans such as the LIP:
- age
 - disability
 - gender (sex)
 - gender reassignment
 - pregnancy and maternity
 - race/ethnicity
 - religion and belief, including non-belief
 - sexual orientation.

2 Demographics of Protected Groups - Overview

- 2.1 In general terms, Wandsworth has a greater proportion of protected groups compared with the national average, but a slightly lower proportion compared with the London average. As a whole, the level of deprivation in Wandsworth tends to be below the London average and most socio-economic indicators suggest Wandsworth to have a standard of living higher than the London average, while some areas and wards have levels of deprivation significantly higher than the London average.
- 2.2 Specific consideration of the eight protected groups follow in sections 3-10 below.

3 Age

- 3.1 According to 2017 mid-year population estimates (Office for National Statistics (ONS)), children under the age of 16 make up 18% of the population in Wandsworth. This is a slightly lower proportion than the average for London or the United Kingdom as a whole. Children and young people's use of the transport system is influenced by several key factors, including:
- An inability for independent travel by car;
 - Very low average incomes;
 - Concentrated demand for travel;
 - Inexperience of using the transport system, notably road sense; and
 - High proportion of journeys being accompanied by an adult.
- 3.2 As far as the journey to/from school is concerned the council has a long-standing School Travel Strategy. School census data from 2011 (the last time mode of travel was recorded in this census) showed approximately 14% of school children in Wandsworth being taken to school by car, well below the average for London (19%). Measures that seek to encourage children and parents to use means of travel other than the car could potentially place children at greater risk of becoming the victims of road traffic collisions, unless safe conditions are provided on the road network, along with appropriate road sense training. The School Travel Strategy seeks to address this.
- 3.3 Children's travel is concentrated at peak times during the week and during the day at the weekend. Low incomes amongst children and young people result in a greater proportion of independent journeys on foot, by bus (where travel is free) and, more typically for older children, by bicycle.
- 3.4 Wandsworth has a relatively low proportion of older people compared with the London and UK averages. According to 2017 mid-year population estimates (ONS), 8.9% of residents were over 65, compared with almost double that level in London (18.2%) and the UK as a whole (17.1%). Older people's travel is characterised by:
- A lower proportion of trips by car in general, but a high proportion of trips by car by those who have access to a car;
 - High proportion of trips by bus;
 - Shorter average distance of journeys on foot;
 - Low proportion of journeys by bicycle;
 - High proportion of off-peak trips; and
 - Lower proportion of trips at night.

4 Disability

- 4.1 According to the 2011 national census 17.2% of households in Wandsworth included someone with a long-term health problem or disability. This was lower than the average for Inner London (21.2%)

and Greater London (22.4%). The census also recorded 5.2% of Wandsworth residents self-reporting that their day-to-day activities were limited “a lot”, again lower than the figure for London as a whole (6.7%). As well as long-term disabilities, from time to time people are temporarily disabled e.g. due to accident, injury or temporary health condition. Disabled people’s transport is characterised by:

- A much lower than average number of trips;
- A very high proportion of trips by car, where there is access to a car;
- Increasing numbers of journeys by bus;
- Very low numbers of journeys by train and underground;
- A larger proportion of journeys made by a single mode (i.e. requiring no interchange)
- A need for conveniently located and dedicated car parking or drop-off facilities

5 Gender (sex)

- 5.1 According to 2017 population estimates, 52% of residents in Wandsworth are women. Figures for London indicate that women are less likely to be in employment than men, with 67.7% of women in employment in 2017 compared to 80.2% of men.
- 5.2 Provisional figures for 2017 show that those women in employment were paid less than men, on average. Women employed in London were paid a median hourly rate of £15.33 per hour, compared to £18.42 for men, a difference of 16.8% (Annual Survey of Hours and Earnings, ONS). Women are also more likely than men to be economically inactive, often due to childcare. ONS statistics for Wandsworth from 2018 showed 85.4% of men aged 16-64 were economically active, compared to 79.3% of women.
- 5.3 Influenced by differences in income and employment, coupled with social and cultural factors, the characteristics of commuter journeys are noticeably different between men and women. Table 1 below shows how men and women from Wandsworth travelled to work at the time of the 2011 Census.

Table 1: Mode of travel to work by gender

Method of travel to work (% of employed adults)	All persons	Male	Female
Work mainly at or from home	9.4	9.7	9.1
Train, underground, metro, light rail or tram	46.8	45.5	48.1
Bus, minibus or coach	12.8	9.7	16.1
Driving a car or van	13.4	15.2	11.5
Passenger in a car or van	0.7	0.6	0.8
Bicycle	7.2	9.7	4.5
On foot	7.0	5.2	8.8
All other methods of travel to work	2.7	4.3	1.1

Source: Census 2011, ONS

5.4 Women were almost twice as likely as men to use the bus to get to work, and were also much more likely to walk. They were less likely to use a car, but more likely to be driven to work as passengers. Twice as many men used a bicycle to get to work. These findings have implications for policy making. Improving access by car and the provision of car parking would appear to disproportionately benefit men. Encouraging greater levels of cycling *per se* – without taking into account the specific barriers to cycling amongst women – would also disproportionately benefit men. Measures favouring buses and pedestrians would disproportionately benefit women.

5.5 In summary, women are:

- More likely to be in part-time employment and to work locally;
- More likely to be caring for children;
- Less likely to drive (owing to income and car ownership differentials);
- More likely to travel outside peak hours (owing to greater part-time and non-work travel); and
- More likely to shop.

5.6 These differences affect women's travel such that women may be:

- More likely to walk or use public transport;
- More likely to travel on local and non-radial routes, rather than on radial commuter routes; and
- More likely to have children with them.

6 Gender reassignment

6.1 Trans (or Transgender) is an umbrella term used by people whose gender identity and/or gender expression differs from their birth sex. The term includes, but is not limited to, transsexual people and others who define as gender-variant. Borough-level data on gender reassignment is sparse. There is no evidence to suggest that the profile of this Equality and Inclusion group is any different from the population in general. Therefore any positive (or negative) impacts of the LIP on other target groups will similarly affect trans people. In addition, it is acknowledged that fear of attack or anti-social behaviour (e.g. when using public transport, or travelling at night) is a particular concern for people from this group. Measures to improve safety and security will therefore benefit transgender people.

7 Pregnancy and maternity

7.1 The General Fertility Rate (number of live births per 1,000 women aged 15-44) in Wandsworth in 2017 was 51.4, slightly lower than the average for Inner London (54.4).

7.2 Travel of pregnant women and mothers is characterised by many of the issues described in section 5 above relating to women in general.

In addition, the provision of seating and places to rest in the street environment can be of particular benefit to pregnant women.

8 Race/ethnicity

8.1 At the 2011 census, 71.4% of Wandsworth's population was of White ethnicity, compared with 59.8% in London and 85.9% nationally. The proportion of residents within each ethnic group is shown in Table 2.

Table 2: Ethnic Breakdown (% of residents)

Percentage of people in ethnic group	Wandsworth	London	England and Wales
	2011	2011	2011
Black/African/Caribbean/Black British	10.6	13.3	3.4
Asian/Asian British	10.9	18.4	7.5
Mixed/multiple ethnic group	5.0	5.0	2.2
White	71.4	59.8	85.9
Other	2.1	3.4	1.0
Total	100	100	100

Source: 2011 census (ONS)

8.2 Although the proportion of people of non-white ethnic origin in Wandsworth (28.6%) is lower than the London average, in some parts of the borough it is higher, for example in Tooting (52.7%), Graveney (46.4%), Latchmere (44.5%) and Furzedown (43.1%).

8.3 People of non-White ethnicity can be:

- More likely to use public transport, particularly buses;
- Less likely to have access to a car;
- More likely to use a vehicle if one is available;
- Less likely to cycle or use powered two wheelers;
- More likely to be injured in road collisions; and
- Less likely to be aware of their travel options and of sources of travel information, and less likely to be able to access information (9.9% of households did not have English as their main language, according to the 2011 census).

8.4 While non-White groups may have lower levels of car ownership, those who own cars use them for a higher proportion of journeys than other car owners. This may in part be as a result of social and cultural factors, though economic factors also come into play (e.g. the proportion of people within some communities who are self-employed or work in family businesses). Those that do are often reliant upon the use of motor vehicles for purchasing, servicing and delivery purposes. This dependence on and use of vehicles requires a policy response in respect of the availability and management of street parking.

9 Religion and belief, including non-belief

- 9.1 In the 2011 Census for Wandsworth, 53% of residents were Christian, 34.9% had no religion or did not divulge their religion, and 12.2% of residents stated faiths other than Christian, of which 58.1% were Muslims, 2.1% were Hindu, and fewer than 1% were Jewish, Buddhist, Sikh or of other faiths.
- 9.2 People of non-Christian faith will require consideration in respect of:
- Time of travel;
 - The preferred mode of travel;
 - Access to information; and
 - Consultation.
- 9.3 Faith may dictate the days and times when people travel. Women of certain faiths may be less likely to travel alone, use public transport or drive. They may be less likely to travel long distances and more likely to make local journeys by foot.
- 9.4 Waiting and loading restrictions traditionally operate during the working week. Saturday and Sunday are traditionally non-working days for Christians and have lesser kerbside restrictions. Sunday, as a traditional day of Christian worship, has noticeably more journeys for religious purposes while demand for travel generally, and the supply of public transport, operates at lower levels. Other faiths may travel for religious reasons on days when the supply of, cost of, and demand for transport and parking is significantly different.
- 9.5 Faith groups require the availability of information about travel and about transport initiatives in a suitable language, medium and at a suitable time.
- 9.6 There are no specific transport characteristics associated with people of no religion or belief.

10 Sexual Orientation

- 10.1 The national census does not collect data on sexual orientation and there is no reliable data on sexual orientation that applies to Wandsworth. There is no evidence to suggest that the profile of this Equality and Inclusion target group is any different from the population in general. Therefore any positive (or negative) impacts of the LIP on other target groups will similarly affect lesbians, gay men and, bisexual people. In addition, it is acknowledged that fear of attack (e.g. when using public transport, or travelling at night) is a particular concern for people from the LGBT group. Measures to improve safety and security will therefore benefit lesbians, gay men, bisexual and transgender people (see section 6 above).

11 Crime and Safety

- 11.1 A common theme amongst all equality target groups is a higher than average perceived threat or actual experience of crime. Actual crime

on public transport is low – for example, Metropolitan Police data from June 2018 show that the crime rate on or near the bus network is half the level it was in 2010 (6.1 crimes per million passenger journeys). However, simply measuring crime rates is a poor predictor of fear of crime among the travelling public, and it is largely the perception of safety that governs travel choices. Some groups in the population tend to be more fearful of crime than others; in particular, women, older people, people from ethnic minority groups and disabled people tend to be more worried when using the transport system and this constrains their travel choices accordingly (see Table 3 – note this table does not include LGBT transport users due to small sample sizes).

Table 3: General worry and incidence of worrying event(s) on London transport, by individual characteristics (%)

	Proportion generally worried (very or quite)	Proportion experiencing specific incident(s) of worry
Total population	11	18
Gender		
Male	7	13
Female	14	22
Age		
16-24	12	20
25-64	11	19
65+	7	8
Ethnicity		
White	8	14
BAME	15	23
Disability		
Disabled	17	21
Not Disabled	10	17

Source: *Travel in London: Understanding our Diverse Communities, TfL 2015*

- 11.2 The number of people employed at railway stations has fallen significantly in the last 20 years while two-person operation of buses has ceased. One of the more important requirements of the LIP in order to facilitate and encourage journeys amongst equality target groups will be to the support and delivery of measures aimed at reducing crime and the fear of crime on the transport network, including the street.

12 Adverse Impacts within LIP Objectives and the LIP Programme of Investment

- 12.1 An assessment of the LIP has been undertaken with the aim of ensuring that the LIP objectives and proposals pay due regard to:
- the market for travel amongst different groups in equality target areas;
 - the barriers to travel for those groups;
 - measures that increase the proportion of journeys made by those groups;
 - investment in areas with higher levels of deprivation; and
 - investment in local centres.
- 12.2 The assessment found that within the LIP there are objectives and proposals intended to address the barriers to transport among specific equality target groups; more commonly, the objectives and proposals within the LIP will disproportionately benefit equality target groups because they prioritise investment in those modes of transport used most by these groups or by solving problems that are more acutely felt by excluded groups.
- 12.3 The assessment identified that most LIP objectives would have no adverse impact on equality target groups. Where a potential adverse impact has been identified, Table 4 describes how delivery of the objective will avoid the adverse impact.
- 12.4 The assessment also identified that most interventions in the LIP Programme of Investment would not have adverse impacts on equality target groups. Table 5 provides a summary of key equality issues relating to these interventions. Where potential adverse impacts have been identified, the final column of the table indicates how these impacts will be addressed.
- 12.5 A summary of how the EQIA has influenced the LIP is include in the Final LIP which is available on the Council's website at www.wandsworth.gov.uk/lip.

Table 4: Initial Equalities Impacts Assessment – LIP Objectives

MTS Outcomes	Wandsworth LIP Objectives		Group adversely affected	Group positively affected	How affected
Overarching: Mode Shift	MS1	To facilitate a higher proportion of travel on foot by creating more attractive and convenient conditions for walking boroughwide, with a particular focus on town centres	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.
	MS2	To facilitate a higher proportion of travel by bicycle by creating more attractive and convenient conditions for all types of cyclists, especially on corridors with highest potential demand, making use of traffic-free spaces	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.
	MS3	To focus on transferring short car trips to walking and cycling, including for journeys to and from school	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.
	MS4	To give more people confidence to cycle through supporting measures such as cycle training, and provision of more and better cycle parking	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.
	MS5	To support the delivery of rail-based public transport improvements including the Northern Line Extension to Battersea and Crossrail 2 through Clapham Junction and Tooting Broadway or Balham	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Better access to public transport options will particularly assist groups who have less access to private transport.

MTS Outcomes	Wandsworth LIP Objectives		Group adversely affected	Group positively affected	How affected
	MS6	To improve bus journey speeds and reliability, particularly on key corridors	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Better public transport options will particularly assist groups who have less access to private transport.
	MS7	To improve public transport interchange by providing better access to stations and bus stops, and improving the waiting environment at stations, town centres and other key locations	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Better interchange and waiting environment will particularly assist groups who have less access to private transport but may be deterred from using public transport due to barriers (e.g. nowhere to sit while waiting)
	MS8	To increase awareness of transport choices and their impacts	None	All	Knowledge of transport choices may be lower within some groups (e.g. minority ethnic groups due to language barriers)
	MS9	To reduce private motorised traffic, including through the use of new technology and innovation	None, with possible exception of disabled people	All	Possible adverse impact on disabled people, who are more reliant on private motorised transport, can be overcome by focusing the delivery of this objective on motorised traffic from non-disabled groups. Most target groups will benefit from reduced traffic as it will make non-car modes more attractive (most equality target groups are more reliant than average on travel by modes other than private car).
	MS10	To work with partners including TfL, public transport operators, developers and others to deliver these objectives	None	All	See comments above

MTS Outcomes	Wandsworth LIP Objectives		Group adversely affected	Group positively affected	How affected
No 1:-Active	MTS1a	To adopt the Healthy Streets Approach and consider the Healthy Streets indicators in the planning and delivery of infrastructure changes	None	All	The healthy streets indicators as shown in the LIP (Figure 10) have positive impacts on all target groups
	MTS1b	To implement the Wandsworth Cycling Strategy, and review it regularly in line with the Healthy Streets approach	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.
	MTS1c	To limit the speed and volume of traffic on residential streets, to make them more pleasant for walking and cycling	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.
	MTS1d	To develop healthy, safe and accessible routes to key destinations – stations, town centres, schools – to enable people to walk or cycle more often	None	All, especially children and disabled people	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive. Accessibility improvements benefit all groups but especially disabled people.
	MTS1e	To develop and promote traffic-free routes including through open spaces as part of the transport network	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.
No 2:- Safe	MTS2a	Focus on reducing vulnerable road user casualties, through street design and reduction of danger from vehicles, especially HGVs	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. Pedestrians and cyclists are vulnerable road users. Particular impacts are on children, who are not able to drive.
	MTS2b	Work in partnership with the Police, TfL and other agencies to support the boroughwide 20mph limit, review its effectiveness and potentially expand to more roads including parts of the TLRN	None	All	Benefits to target groups as part of the general population

MTS Outcomes	Wandsworth LIP Objectives		Group adversely affected	Group positively affected	How affected
	MTS2c	Regularly assess and address collision hotspots through infrastructure improvements, taking a road danger reduction approach to design	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. Pedestrians and cyclists are vulnerable road users. Particular impacts are on children, who are not able to drive.
	MTS2d	Work with residents to gather information on perceived safety and security issues so that improvements can be made	None	All	All groups benefit from improvements to personal security. Particular benefits to target groups that can be fearful of hate crime/violence when using the transport system (e.g. non-white ethnic groups, people of different faiths, people who have undergone or are undergoing gender reassignment, and people in the LGBT community).
	MTS2e	Empower people with the skills they need so they can make safe decisions for themselves and others while travelling by all modes of transport	None	All	Benefits to target groups as part of improving skills in the general population
	MTS2f	Reduce fear of crime by adopting the Healthy Streets approach to design of public spaces	None	All	All groups benefit from improvements to personal security. Particular benefits to target groups that can be fearful of hate crime/violence when using the transport system (e.g. non-white ethnic groups, people of different faiths, people who have undergone or are undergoing gender reassignment, and people in the LGBT community).
No 3:- Efficient	MTS3a	Improve access to town centres, schools and other major trip attractors by non-car modes	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.

MTS Outcomes	Wandsworth LIP Objectives		Group adversely affected	Group positively affected	How affected
	MTS3b	Reduce rat-running on residential streets, thereby improving conditions for walking and cycling	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.
	MTS3c	Reduce travel by car by working with schools and employers, including through travel plans and the provision of facilities to support non-car travel	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.
	MTS3d	Promote and enable car-free or car-lite living through planning policies and the provision of car clubs	None, with possible exception of disabled people	All	Possible adverse impact on disabled people, who are more reliant on private motorised transport, can be overcome by ensuring delivery of "car-free" space and developments still includes provision for access by disabled people, either in their own car or via accessible drop-off and pick-up points. Most target groups will benefit from car-free and car-lite environments as they will make non-car modes more attractive (most equality target groups are more reliant than average on travel by modes other than private car).
	MTS3e	Use parking policies to manage the supply and demand for car parking	None, with possible exception of disabled people	All	Possible adverse impact on disabled people, who are more reliant on private motorised transport, can be overcome by ensuring adequate supply and demand for disabled parking and accessible drop-off and pick-up points. Most target groups will benefit from managing traffic through parking controls as they will make non-car modes more attractive (most equality target groups are more reliant than average on travel by modes other than private car).

MTS Outcomes	Wandsworth LIP Objectives		Group adversely affected	Group positively affected	How affected
	MTS3f	Implement and expand CPZs in the borough where they are proposed and supported by local residents	None, with possible exception of disabled people and people of faith groups	All	Possible adverse impact on disabled people, who are more reliant on private motorised transport, can be overcome by ensuring CPZs take account of the needs of disabled people. The hours and days of CPZs can also impact on different faith groups who may attend services on weekdays or Saturdays rather than Sundays when CPZ controls have traditionally been least likely to apply. This impact can be overcome by taking account of the needs of faith groups in the design of CPZs. Most target groups will benefit from managing traffic through parking controls as they will make non-car modes more attractive (most equality target groups are more reliant than average on travel by modes other than private car).
	MTS3g	Work with freight and delivery firms to develop measures and practice that reduce the impact of freight activity along major roads and in town centres	None	All	Benefits to target groups as part of the general population
	MTS3h	Promote and enable best practice for deliveries e.g. through local consolidation centres and last-mile bicycle/low emission delivery	None	All	Benefits to target groups as part of the general population
No 4:- Clean & Green	MTS4a	Implement the Air Quality Action Plan	None	All	Benefits to target groups as part of the general population.
	MTS4b	Monitor and review air quality especially in the five focus areas of Putney, Wandsworth, Clapham Junction, Tooting and York Road	None	All, especially black and minority ethnic people	Benefits to target groups as part of the general population. Most of the air quality focus areas have higher than average proportions of black and minority ethnic groups, so improvements to air quality will be of particular benefit to these groups

MTS Outcomes	Wandsworth LIP Objectives		Group adversely affected	Group positively affected	How affected
	MTS4c	Introduce measures to complement the expansion of the ULEZ to the A205/A3 South Circular in 2021	None	All	Benefits to target groups as part of the general population.
	MTS4d	Expand electric vehicle charging infrastructure for both residential use and rapid charging to support ZEC taxis and commercial vehicles	None	All	Benefits to target groups as part of the general population.
	MTS4e	Reduce the environmental impact of freight transport	None	All	Benefits to target groups as part of the general population.
	MTS4f	Promote the use of EVs including through best practice in greening the council fleet	None	All	Benefits to target groups as part of the general population.
	MTS4g	Use trees and other green infrastructure such as green walls to improve the street environment and reduce levels of pollution	None	All	Benefits to target groups as part of the general population.
	MTS4h	Lead in the use of new technology and innovation to improve air quality	None	All	Benefits to target groups as part of the general population.
No 5:- Connected	MTS5a	Support TfL, Network Rail and train operators to improve public transport across the borough, including the introduction of the Northern Line Extension in 2020 and Crossrail 2 in the 2030s	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Better public transport options will particularly assist groups who have less access to private transport.
	MTS 5b	Work in partnership with TfL to regularly review bus operations within the borough to ensure capacity meets potential demand	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Better public transport options will particularly assist groups who have less access to private transport.

MTS Outcomes	Wandsworth LIP Objectives		Group adversely affected	Group positively affected	How affected
No 6:- Accessible	MTS6a	Work with TfL, train operators and Network Rail to introduce step-free access at stations	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Better access to public transport options will particularly assist groups who have less access to private transport.
	MTS6b	Ensure that all new and relocated bus stops are accessible, and keep other stops under review	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Accessible bus stops will particularly assist groups who have less access to private transport but may be deterred from using public transport due to inaccessibility.
	MTS6c	Work with public transport providers to improve the public transport waiting environment including provision of information for passengers	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Better interchange and waiting environment will particularly assist groups who have less access to private transport but may be deterred from using public transport due to barriers (e.g. nowhere to sit while waiting).
	MTS6d	Review and improve interchange at key locations, including bus-bus interchange where routes intersect	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Better interchange and waiting environment will particularly assist groups who have less access to private transport but may be deterred from using public transport due to barriers (e.g. nowhere to sit while waiting).

MTS Outcomes	Wandsworth LIP Objectives		Group adversely affected	Group positively affected	How affected
	MTS6e	Develop healthy and accessible routes to stations	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Better access to public transport options will particularly assist groups who have less access to private transport.
	MTS6f	Improve cycle parking at public transport hubs and interchanges	None	All, especially children	Most equality target groups are more reliant on travel by modes other than private car. This is especially true of children, who are not able to drive.
No 7:- Quality	MTS7	Improve bus speeds through traffic management (e.g. bus priority, parking/loading controls) at key locations (corridors/junctions) where buses are delayed the most	None	All, especially disabled people, women, older people and children	Most equality target groups are more reliant on travel by modes other than private car. Better public transport options will particularly assist groups who have less access to private transport.
No 8:- Sustainable Growth	MTS8	To support active, efficient and sustainable travel at new developments through planning policies in the Local Plan.	None	All	Benefits to target groups as part of the general population using new developments
No 9:- Unlocking	MTS9	Use the Northern Line Extension, Crossrail 2 and other new transport infrastructure and services as catalysts for development.	None	All	Benefits to target groups as part of the general population using new developments

Table 5: Initial Equalities Impact Assessment – LIP Programme of Investment

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Corridors and Neighbourhoods	Battersea High Street	Completion of public realm improvement scheme commencing 2018/19	None	All	All equality groups tend to make a higher proportion of walking trips and would therefore benefit from the better walking environment proposed	N/A
Corridors and Neighbourhoods	Beechcroft Road and Magdalen Estate	Continuation of detailed feasibility work and implementation of short-term measures in the area of Beechcroft Road/Magdalen Estate/Trinity Road/Burntwood Lane	None	All, especially children and disabled people	Traffic management and accessibility improvements benefit all target groups, especially children and disabled people	N/A

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Corridors and Neighbourhoods	Priory Lane	Implementation of cycle route improvement scheme arising from consultation in 2018.	Some disabled people (especially blind and partially sighted people and deaf people)	All, especially children and young people. Some disabled people.	<p>Some disabled people (including blind and partially sighted people and deaf people) could be adversely affected by new routes that bring cyclists into close proximity with pedestrians and lead to cyclists travelling in unexpected directions.</p> <p>Children and young people are more reliant on cycling for independent travel and would benefit from more direct and complete routes allowing safer cycling.</p> <p>Disabled people who cycle or who would like to cycle would benefit from the scheme.</p>	Design scheme according to current best practice taking into account the needs of all disabled people.
Corridors and Neighbourhoods	Putney High Street	Continued funding in 2019/20 for package of deliverables commencing in 2018/19.	None	All	All equality groups tend to make a higher proportion of walking and public transport trips and would therefore benefit from the better walking environment and access to stations proposed	N/A

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Corridors and Neighbourhoods	Southfields Streetscene	To support phased implementation of public realm improvement scheme commencing 2018/19.	None	All	All equality groups tend to make a higher proportion of walking and public transport trips and would therefore benefit from the better walking environment and access to station proposed	N/A
Corridors and Neighbourhoods	Falcon Road	Streetscape improvement - design and development of long-term plan to connect Clapham Junction to river; links with regeneration of Winstanley and York Road; medium term improvements to pedestrian and trading environment	None	All	All equality groups tend to make a higher proportion of walking and public transport trips and would therefore benefit from the better walking environment and access to station proposed	N/A
Corridors and Neighbourhoods	Culvert Place	Pedestrian and cycling accessibility to industrial estate and crossing railway; safety improvements and reducing vehicle conflict	None	All	All equality groups tend to make a higher proportion of walking trips and would therefore benefit from the improved access proposed	N/A
Corridors and Neighbourhoods	Garratt Lane corridor	Multi-modal improvements with emphasis on buses and active travel; to commence in 2020/21 in order to link with potential principal road maintenance funding	None	All	All equality groups tend to make a higher proportion of walking and public transport trips and would therefore benefit from the better walking and public transport environment proposed	N/A

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Corridors and Neighbourhoods	Queenstown Road corridor	Multi-modal improvements with emphasis on buses and active travel; to commence in 2020/21 in order to link with potential principal road maintenance funding	None	All	All equality groups tend to make a higher proportion of walking and public transport trips and would therefore benefit from the better walking and public transport environment proposed	N/A
Corridors and Neighbourhoods	Pedestrian accessibility	Programme of accessibility improvements in shopping streets e.g. shorter crossings and level pedestrian access across side roads	Blind and partially sighted disabled people	All, especially many disabled people	All equality groups tend to make a higher proportion of walking trips and would therefore benefit from accessibility improvements. This is particularly the case for many disabled people who would benefit from level pedestrian access. However some blind and partially sighted people may be adversely affected by level access if there is not suitable demarcation of the carriageway and footway.	Design level access schemes in line with current best practice taking into account the needs of all disabled people, including blind and partially sighted people.

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Corridors and Neighbourhoods	FUTURE PROGRAMME 1 - reducing traffic dominance in residential streets	Implementation of measures to reduce traffic dominance including filtered permeability	Disabled people (especially blind and partially sighted people and deaf people)	All	<p>Disabled people (including blind and partially sighted people and deaf people) could be adversely affected by new routes that bring cyclists into close proximity with pedestrians and lead to cyclists travelling in unexpected directions (e.g. contraflow or through filtered permeability).</p> <p>All equality groups tend to make a higher proportion of walking trips and would therefore benefit from the better walking environment provided under this programme</p>	Design schemes according to current best practice taking into account the needs of disabled people.
Corridors and Neighbourhoods	FUTURE PROGRAMME 2 – interchange improvements	Measures to improve interchange at key locations identified via analysis of TfL data and community-led suggestions. To include pedestrian and cycle interchange with both bus and rail.	None	All	All equality groups tend to make a higher proportion of walking and public transport trips and would therefore benefit from the better walking environment and interchange improvements proposed	N/A

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Cycling	Cycle parking	Annual programme of investment in cycle parking including public places and residential.	Disabled people, including blind and partially sighted people	All, especially children and young people	<p>Disabled people (including blind and partially sighted people) could be adversely affected by additional street clutter narrowing the width of footways and obstructing direct routes.</p> <p>Children and young people are more reliant than other groups on cycling for independent travel and would benefit from more secure places to park bicycles.</p>	Via appropriate design and location of cycle parking
Cycling	Cycling schemes	Based on TfL strategic cycling analysis, linking to existing infrastructure; informed by cycle network review. Includes potential contraflows, traffic-free routes through parks/open spaces, filtered permeability etc.	Some disabled people (especially blind and partially sighted people and deaf people)	All, especially children and young people. Some disabled people	<p>Some disabled people (including blind and partially sighted people and deaf people) could be adversely affected by new routes that bring cyclists into close proximity with pedestrians and lead to cyclists travelling in unexpected directions.</p> <p>Children and young people are more reliant on cycling for independent travel and would benefit from more direct and complete routes allowing safer cycling.</p> <p>Disabled people who cycle or who would like to cycle would benefit from the scheme</p>	Design scheme according to current best practice taking into account the needs of all disabled people.

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Cycling	Cycle Training	Bikeability training for children and adults; funding to reflect growing demand.	Disabled and older people, and women	Children	Disabled people, older people and women are less likely to cycle on average. Children are most likely to benefit as cycling is a main means of independent travel.	Ensure cycle training is promoted to and available for all target groups.
Cycling	Cycling Promotion and Enabling	To include promotional activity e.g. Dr Bike sessions; and targeted campaigns cross-cutting into health and physical activity areas.	Disabled and older people, and women	Children	Disabled people, older people and women are less likely to cycle on average. Children are most likely to benefit as cycling is a main means of independent travel.	Ensure cycle training is promoted to and available for all target groups.
Safety and Vision Zero	Safe routes to school capital projects	Also including occasional road closure for travel awareness events and air quality improvement.	None	Children	Social, health and educational benefits of non-car travel to school. Road safety benefits for children.	N/A
Safety and Vision Zero	Redeployable vehicle-activated signs programme	To support borough-wide 20mph speed limit.	None	All	Target groups are more likely to be vulnerable road users (pedestrians and cyclists) who will benefit from an enforced 20mph speed limit	N/A
Safety and Vision Zero	Road Safety Awareness Campaigns	Joint borough road safety campaigns across SW London surrounding the Drink Drive, Drug Drive and other road safety related campaigns.	None	All	Target groups are more likely to be vulnerable road users (pedestrians and cyclists) who will benefit from improved road safety	N/A

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Safety and Vision Zero	Road Safety Training - school-based programmes	Road Safety school syllabus includes Theatre in Education, Pedestrian Training, Road Safety Talks and Junior Citizens.	None	All	Target groups are more likely to be vulnerable road users (pedestrians and cyclists) who will benefit from improved road safety	N/A
Safety and Vision Zero	Safer Urban Driving Training	Safety programme aimed at HGV drivers	None	All	Target groups are more likely to be vulnerable road users (pedestrians and cyclists) who will benefit from improved road safety	N/A
Safety and Vision Zero	Community Safety Initiatives	To include powered two-wheeler, young driver and older driver programmes. BikeSafe London.	None	All	Target groups are more likely to be vulnerable road users (pedestrians and cyclists) who will benefit from improved road safety	N/A
Environment	Clapham Junction Air Quality monitoring & actions	To fund air quality improvements not funded from elsewhere and/or match-fund related bids (e.g. MAQF). In air quality focus area	None	All, especially children and older people	Children and older people are more susceptible to respiratory ailments	N/A
Environment	Putney High Street Air Quality monitoring & actions	To fund air quality improvements not funded from elsewhere and/or match-fund related bids (e.g. MAQF). In air quality focus area	None	All, especially children and older people	Children and older people are more susceptible to respiratory ailments	N/A

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Environment	Tooting Air Quality monitoring & actions	To fund air quality improvements not funded from elsewhere and/or match-fund related bids (e.g. MAQF). In air quality focus area	None	All, especially children and older people	Children and older people are more susceptible to respiratory ailments	N/A
Environment	Wandsworth Air Quality monitoring & actions	To fund air quality improvements not funded from elsewhere and/or match-fund related bids (e.g. MAQF). In air quality focus area	None	All, especially children and older people	Children and older people are more susceptible to respiratory ailments	N/A
Environment	Smart Cities Air Quality Pilots	Using technology and innovation to improve air quality and reduce exposure to traffic pollution	None	All, especially children and older people	Children and older people are more susceptible to respiratory ailments	N/A
Environment	Electric Vehicle Charging Points	Provision of charging infrastructure for public use	Disabled people, including blind and partially sighted people	All other groups, especially children and older people	<p>Disabled people (including blind and partially sighted people) could be adversely affected by additional street clutter narrowing the width of footways and obstructing direct routes.</p> <p>Children and older people are more susceptible to respiratory ailments so would be positively affected by a greater take-up of low-emission vehicles</p>	Via appropriate design and location of charging infrastructure

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Environment	ULEZ complementary measures	Measures to complement the introduction of the Ultra Low Emission Zone boundary through the borough in 2021. Measures will aim to minimise any adverse boundary effects e.g. via traffic management and raising awareness	None	All, especially children and older people	Children and older people are more susceptible to respiratory ailments	N/A
Environment	Street trees	Ongoing programme to provide new street trees, providing additional canopy cover and adding to street ambience as well as improving air quality	All, especially disabled people	All	Potential adverse impacts to all groups if new trees provide secluded areas leading to increased perception of crime/danger. Disabled people could suffer from increased obstructions from trees and leaf-fall. However, all groups should benefit from street trees if well-located as they can improve ambience and enhance feelings of personal security overall (see section 9).	Ensure new trees are well located to avoid potential for crime and risk of creating new barriers to movement. Choose species with low leaf-fall and/or remove fallen leaves through regular street cleansing.

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Environment	Sustainable Freight	Programme to encourage and enable deliveries by sustainable means including pilot projects e.g. local consolidation and emission-free deliveries.	None	All, especially children and older people	Target groups are more likely to be vulnerable road users (pedestrians and cyclists) who will benefit from reduction in exposure to HGV deliveries. Children and older people are more susceptible to respiratory ailments so would benefit from reduced emissions associated with deliveries.	N/A
Supporting Measures	School Travel Plan support	Staffing costs and funding for initiatives such as walking buses, theatre in education, school travel plan review workshops, scooter training sessions, small grants for individual school initiatives. Includes an element of funding for air quality actions to reduce emissions near schools such as providing awareness of low pollution routes to and from schools & physical measures to limit car use.	None	Children	Social, health and educational benefits of non-car travel to school.	N/A

Programme	Scheme	Description	Group adversely affected	Group positively affected	How affected	Response to potential adverse impacts
Supporting Measures	Mobility forum	Continued funding for two meetings per year to engage disabled and elderly residents on transport issues in the borough	None	Disabled people and older people	Pro-actively engages target groups	N/A
Supporting Measures	Car Club	Ongoing funding for bay reviews and traffic management orders	Disabled people, older people, young people	All other groups	Generally, all groups benefit from having the choice of car access without ownership, and through reduced parking pressure and car use resulting from car club provision. However, some groups are excluded from becoming car club members (age restrictions apply, and vehicles are not suitable for many disabilities).	Work with car club operators on overcoming barriers to membership for excluded groups
Supporting Measures	Transport information gathering	Use of interactive public-facing software (e.g. Commonplace) to source information from residents on a range of issues inc demand for cycle parking, pedestrian crossings/dropped kerbs, trees, etc. Also to inform areas for attention under "FUTURE PROGRAMMES" above.	N/A	N/A	N/A – data gathering exercise but see final column.	Ensure method of data collection is accessible to all equality target groups.