



Lewisham Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)

Equalities Impact Assessment (EqIA)

London Borough of Lewisham

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EXECUTIVE SUMMARY

The London Borough of Lewisham's third Local Implementation Plan is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. This Act requires each of London's 33 local authorities to prepare a LIP containing proposals for the implementation of the 2018 Mayors Transport Strategy in their area.

This report details the methodology and findings of an Equality Impact Assessment (EqIA) of the London Borough of Lewisham's LIP.

The London Borough of Lewisham has "public body duties" under equalities legislation and statutory duties to promote equality arising from the Equality Act 2010.

The purpose of undertaking an EqIA is to help ensure the strategy does not discriminate against any individual or community and to promote equality for all, where possible. The EqIA identifies the potential impacts and any disproportionate effects on Target Equalities Groups because of the implemented strategy and reports committed mitigation measures to reduce negative impacts and increase benefits to maximise positive equality outcomes.

Under the 2010 Act, the council's duties apply to groups with protected characteristics as the grounds upon which discrimination is unlawful. The protected characteristics are age; disability; gender; gender reassignment; marriage and civil partnership; pregnancy and maternity; race/ethnicity/ nationality; religion/belief; and sexual orientation.

The public-sector equality duty placed on Lewisham Council by §149 of the 2010 Act requires that:

- "A public authority must, in the exercise of its functions, have due regard to the need to—
 - *eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
 - *advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and*
 - *foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

- *Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard to the need to—*
 - *remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;*
 - *take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and*
 - *encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.*
- *The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include steps to take account of disabled persons' disabilities.*
- *Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard to the need to—*
 - *tackle prejudice, and*
 - *promote understanding.*
- *Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.”*

The 2010 Act identifies several Protected Characteristics Groups (PCG) for consideration within EqIAs, as follows:

- **Age:** A person of a particular age or persons of the same age group, i.e. children (0-4); younger people (aged 18-24); older people (aged 60 and over);
- **Disability:** A person with physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities, i.e. disabled people;

- Gender reassignment: A person in the process of transitioning from one gender to another;
- Marriage & civil partnership: A person in a civil partnership or marriage between same sex or opposite sex.
- Pregnancy & maternity: A person who is pregnant or expecting a baby and a person who has recently given birth;
- Race: A person defined by their race, colour and nationality (including citizenship) ethnic or national origins, i.e. Black, Asian and minority ethnic (BAME) groups;
- Religion & belief: A person with religious and philosophical beliefs including lack of belief
- Sex: A man or a woman, recognising that women are more frequently disadvantaged; and
- Sexual orientation: A person's sexual orientation towards persons of the same sex, persons of the opposite sex or persons of either sex.

1. EQUALITIES IMPACT ASSESSMENT – SCOPING REPORT

1. Purpose of the report

This report aims to systematically analyse the draft LIP to identify the possible effect on different groups within the community. The questions that guide the EqlA are as follows:

- Will the LIP affect some groups in society differently? And, if so, how?
- Will the LIP actively promote equal opportunities? And, is there potential for the LIP to promote equal opportunities further?

2. Overview of borough's LIP

The LIP will act as Lewisham's new transport strategy, setting out how the authority will implement the 2018 Mayor's Transport Strategy (MTS) in the borough. The LIP objectives for the borough are:

- Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham
- Lewisham's streets will be safe, secure and accessible to all
- Lewisham's streets will be healthy, clean and green with less motor traffic
- Lewisham's transport network will support new development whilst providing for existing demand

3. Who the LIP will impact and in what way

The policy will impact all those who live, work, study or travel within and through the borough. Chapter 4 discusses the impact of the LIP on different groups.

4. LIP funding

The LIP is predominantly funded from grants provided by Transport for London (TfL), however, additional funding is available from other sources, such as S106 contributions.

5. When the LIP will be approved

The LIP must be approved by March 2019, following draft submission to TfL and public consultation.

6. Is there a concern that the LIP could impact on the following?

- Racial groups
- Religious groups
- People due to language
- People due to age
- People due to disability
- People due to gender
- People due to sexual orientation
- Community relations
- Attitudes towards disabled people
- Participation of disabled people
- Human rights

The answers to these questions are included in Chapter 4 of this report.

7. How identifiable risks will be minimised

Risk minimisation for each target group identified in Question 6 is included in Chapter 4 of this report.

The LIP will have a low impact on these target groups. In adherence to the Mayor's Transport Strategy (MTS), the LIP includes several proposals that aim to improve accessibility and quality of life for all Londoners. The aim of these proposals is to reduce any barriers these groups have on accessing the transport network.

8. Which relevant groups have been approached and views sought on the measures detailed within the LIP?

The LIP has been developed through a collaboration of council officers and Project Centre transport consultancy. Part of the development of the LIP were several workshops where officers from various parts of the council took part.

The draft LIP will be publicly consulted on in late 2018 and any equalities matters arising from the consultation will be considered in the final submission and adoption of the LIP.

9. Detail the views of the relevant groups who have been consulted on the measures detailed within the LIP.

The views of groups involved in the development of the LIP are contained within.

The draft LIP will be publicly consulted on in late 2018 and any equalities matters arising from the consultation will be considered in the final submission and adoption of the LIP.

10. In relation to the views received, define the level of impact that the LIP will have on the relevant groups, using one of the following definitions.

High – requires a very detailed and thorough process, with external challenges

Medium – Requires a robust process with some external challenges

Low – Requires a degree of tenacity to ensure that it is in line with statutory requirements, but there are no external challenges.

Definition: Low

Following completion of this EqIA scoping assessment, it is clear that the LIP does not significantly or disproportionately impact on any of the relevant groups. The primary objective of the LIP is to remove the barriers that hinder or restrict access to the transport network and improve the quality of life for all road users within London.

11. Main conclusions and key recommendations of this EqIA

The draft LIP does not adversely impact on any particular group and can reduce the barriers for all groups to accessing the transport system.

It is recommended that further consultation is undertaken in 2021 following the first three-year programme of investment to ensure that the conclusion is robust.

2. MAYOR'S TRANSPORT STRATEGY

The MTS sets out the Mayor's policies to reshape transport in London over the next two decades. By employing the Healthy Streets Approach to prioritise human health and experience in planning the city, London's transport mix will work better for everyone. The three key themes of Healthy Streets and healthy people, a good public transport experience, and new homes and jobs are key in all nine of the MTS objectives.

Table 1 below details the goals, challenges and high level outcomes of the MTS.

Table 1 - Mayor's Transport Strategy (High Level Outcomes)

Goals	Challenges	Outcomes
Support economic development	Supporting sustainable population and employment growth	Increase public transport capacity and reduce the number of short trips by private car.
	Improving transport connectivity	Improved accessibility to jobs for people and to the transport network for commercial vehicles, which supports local and national economic growth.
	Delivering an efficient and effective transport system for people and goods	Reduced traffic congestion and associated journey times. Improved public transport frequency and reliability
Improve quality of life for all Londoners	Improving transit experience	Improved passenger comfort
	Improving air quality	Reduced vehicle emissions
	Reducing noise impacts	Reduced peoples exposure to noise and associated impacts
	Improving the public realm	Improved local streetscape and creation of public spaces, which are of high quality, sustainable and accessible
Improve personal safety and security within London	Improving road safety	Reduced number of people, killed or injured as a consequence of a road traffic collision.
	Improving public transport safety	Reduced number of people injured on the public transport system
	Reducing crime	Improved feelings of personal safety
Improve accessibility to public transport within London	Promoting public transport use in areas of high deprivation	Improved accessibility to the transport network in areas of deprivation
Reduce transports contribution to climate change and increase resilience of the transport network towards climate change	Reducing transported associated pollutant emissions	Reduced noxious vehicle emissions from ground-based transport

3. LEWISHAM LIP

The LIP sets out the policy framework which will guide the investment Lewisham makes to improving the transport network. It is imperative that development is in conjunction with the objectives of the MTS, the primary aim of which is to improve the quality of life for all Londoners. Table 2 details how Lewisham's LIP objectives will contribute towards the achievement of the MTS outcomes.

Lewisham LIP		MTS Outcomes
Objectives	Approaches	
Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham	Improved network of cycling and walking routes with links to town centres and improved east-west connections	1, 3, 7, 6
	Reduced ownership and use of private motor vehicles	
	Improved public transport links to the south, including the delivery of the Bakerloo Line Extension	
	Creation of new orbital public transport connections and improved interchange	
Lewisham's streets will be safe, secure and accessible to all	Improved safety and security will increase social inclusion and encourage walking and cycling	2, 6
	100% of all feasible bus stops will be brought to TfL accessible standards	
	Increase number of step-free rail stations	
	Eliminate fatal and serious collisions on Lewisham's roads	
Lewisham's streets will be healthy, clean and green with less motor traffic	Reduce air pollution from road traffic	3, 4
	Encourage switch to electric vehicle use and reduce car ownership in absolute terms	
	Reduce traffic levels, congestion and vehicle idling and encourage active travel	
	More street trees to promote carbon capture	
Lewisham's transport network will support new development whilst	Walking, cycling and public transport will be prioritised in new developments as the best options	5, 8, 9

providing for existing demand	Work with TfL and Network Rail to increase public transport capacity in the Borough, to support growth	
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Table 2- Lewisham LIP objectives

Each borough is also required to set out a delivery plan which indicates the budget for each project over a three-year period. This is indicated below:

London Borough of Lewisham TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Crofton Park Corridor	350	350	0
Deptford Parks Liveable Neighbourhoods	0	50	0
A21 Healthy Streets Corridor outcome definition	20	0	0
Healthy Neighbourhoods	508	558	978
Local Pedestrian Improvements	100	100	100
Local Cycling Improvements	250	250	250
Road Danger Reduction	180	100	100
Air Quality and Noise	100	100	80
Safer and Active Travel	327	327	327
Public Transport Supporting Interventions	10	10	10
Small scale schemes	30	30	30
Completion of previous years schemes	65	65	65
Sub-total	1,940	1,940	1,940
DISCRETIONARY FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods	157	940	450
Sub-total	157	940	450
GOOD GROWTH FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods*	300	250	250
Sub-total	300	250	250
All TfL borough funding	£2,397k	£3,130k	£2,640k

* Subject to successful bid outcome

Table 3 - Three-year indicative programme of investment (2019/20 to 2021/22)

4. IMPACT OF THE LIP ON DIFFERENT GROUPS

The impact of these objectives on the different groups has been appraised below and is summarised in Table 4.

Racial Groups

In general, it was not considered that people from different racial backgrounds were particularly disproportionately impacted by changes to the transport network.

Lewisham is a vibrant and diverse borough. The 2011 Census indicated that Black and Minority Ethnic (BME) communities make up 46% of the borough's population, compared to the London average of 40%. Such residents are more likely to undertake journeys by walking or by public transport than white Londoners, however, BME Londoners are more likely to be concerned about their personal security and safety than white Londoners, especially at night.

This can be viewed as a barrier to using the transport network to access key social and leisure opportunities and jobs. There are measures that can be integrated within the transport network to help mitigate this barrier, for example, improved street lighting and improved wayfinding signs.

BME Londoners, both adults and children are almost twice as likely as white Londoners to be injured on the roads and reducing this statistic is a priority.

BME Londoners are also less likely than white Londoners to say that they feel safe from road accidents when walking around London, either during the day or at night.

How will the LIP address these issues?

The LIP will primarily address these issues through Objective 2:

- Road safety education programmes within schools.
- Road safety engineering schemes.
- Programmes to improve the streetscape, including street lighting.
- Implement the Healthy Neighbourhoods approach which adopts the principles of the Liveable Neighbourhoods and Healthy Schools schemes. This will help to encourage active travel, address rat-running and support traffic reduction.

- Implement the Local Pedestrian Improvements scheme to make urban realm improvements.
- Increase bus provision in lower PTAL areas through the Public Transport Supporting Interventions.
- Implement the Local Cycling Improvements programme supported by the Council's Cycling Strategy.
- Road Danger Reduction programme to help people feel safer on the roads alongside road safety education.

Religious Groups

With all religions outside of Christianity making up only 11.1% of the borough's religious groups, it was generally considered that people from different faiths were not particularly disproportionately impacted by changes to the transport network.

There may be existing local instances of accessibility issues to places of worship, however, this can be addressed through road engineering schemes that promote walking and cycling and through improved accessibility to public transport.

Religious hate crimes on the railways, tubes and buses have increased almost five-fold in the United Kingdom since 2013. According to figures provided by British Transport Police in 2018, faith-linked attacks more than quadrupled from 64 in 2013 to 294 last year. As such, there may be feelings of insecurity amongst some members of faith groups while using the transport network, when travelling to and from faith related activities. These feelings can be heightened when travelling in cultural dress.

There are measures that can be integrated within the transport network to help mitigate this barrier, for example, improved street lighting and improved wayfinding signs.

How will the LIP address these issues?

The LIP will primarily address these issues through Objective 2:

- Working with local faith groups to identify issues and develop measures that improve personal safety.
- Programmes to improve the streetscape, including street lighting.

- Implement Road Danger Reduction and Safer and Active Travel Schemes to ensure that travel to faith related activities is safe and enjoyable.

Foreign Language Communities

There is no evidence that improvements to the transport network would have a disproportionate impact on people whose first language is not English.

However, with nearly one in ten households recognised as not containing a resident who has English as a main language, promotional material providing information will be developed in reference to current guidance from central government on the use of languages other than English in publications.

How will the LIP address these issues?

- Producing marketing materials in different languages, subject to need.

Older people

People's ability to use the transport network can be reduced because of age related health conditions. With 9.5% of Lewisham's population being over the age of 65, this is an important issue to consider. Older people may find it difficult undertaking short distances on foot or using public transport, due to impaired ability and/or poorly maintained footways. This barrier can be removed through intelligent engineering that incorporates dropped kerbs, controlled pedestrian crossings and tactile paving, within a well-maintained public highway. Traffic calming schemes that reduce vehicle speed can increase feelings of personal safety and lead to an increased uptake in walking.

Long walking times to access public transport can be a barrier for older people and boarding and alighting public transport can be physically challenging for this group. As part of TfL's (Transport for London) bus stop accessibility programme, 98% of all bus stops in Lewisham are fully accessible.

Large print leaflets and timetables, audio/visual announcements on buses, and real time passenger information can all be of benefit to older people.

Older people may be more dependent on private motor cars for their transport needs, often used in conjunction with a Blue Badge parking permit. Schemes which limit or reduce car provision without improvements to public transport could have a negative impact on this group. However, the affordability of public transport has been addressed in recent years by the provision of Freedom Passes for all over sixty year-olds, which provides free travel at all times on buses showing the red roundel, Tube, tram, DLR, London Overground and TfL Rail and on some National Rail services in London.

There is a requirement to ensure older people have access to facilities such as hospitals and GPs surgeries and this is considered in accessibility planning carried out by the borough, which stresses the need for these services to be served by good public and private transport facilities.

How will the LIP address these issues?

The LIP will primarily address these issues through Objective 2 and 3:

- Producing marketing materials in large font sizes and audio formats, subject to need.
- Implement the Local Pedestrian Improvement scheme to improve facilities including footway surfaces, to ensure they are in a good, safe condition, and provision of dropped kerbs/crossing points with tactile paving.
- Public Transport Supporting Interventions to ensure bus stops and rail stations are accessible.
- Provide disabled parking for Blue Badge holders, where possible.

Children

The travel mode of children has changed significantly over the last twenty years, with a decrease of children travelling as pedestrians or cyclists. With a quarter of the population under the age of 19, and the number of children aged 0 – 4 increasing by 27% from 2004 to 2014, this is a group that can be particularly affected by changes to transport. To a large extent, parents determine the mode choice of children. Traffic infrastructure has a significant impact on parental decision-making concerning children's travel mode choice, by affecting both the real and the perceived traffic safety. Real traffic safety can be quantified in terms of numbers of collisions on the street, whilst perceived traffic safety is dependent upon the characteristics of their children and how safe they feel they will be travelling on the highway unsupervised.

Children require physical activity to ensure their healthy development. A survey published by the Department for Transport (DfT) in 2013 (National Travel Survey: 2012), identified that almost half of English primary school children (46%) are driven to school and the average length of trip was 1.8 miles. A National Health Service (NHS) survey carried out in 2013 (Health Survey for England – 2013) determined that three in ten children aged between two and fifteen are overweight or obese.

Physical activity in young people can be encouraged through the development of schemes that promote cycling (through the provision of cycle lanes, cycle crossings etc.) around schools and colleges. These measures can be supported by cycle training delivered as part of the curriculum.

Parental perceived feelings of personal safety on the public transport network can often lead to children being prevented from travelling by this mode, particularly in the evenings. An increase in visible public transport staff can help reassure parents and young people that these travel modes are safe to use at all times.

To encourage young people to use public transport, all under-16s can currently travel on London's buses and trams for free. Consequently, improvements to services can be seen to disproportionately benefit this group.

How will the LIP address these issues?

The LIP will primarily address these issues through Objectives 1 and 2:

- Promote healthy and environmentally sustainable travel to school through the school travel planning programme.
- Promote road safety in schools, through road safety education and cycling training beginning at primary school level.
- Develop schemes that improve bus frequency and reliability, and which improve personal safety on the public transport network.
- Implement Local Pedestrian and Cycling Improvements to improve facilities in the area to make active travel a more attractive option.
- Implement Road Danger Reduction programmes, including 20mph speed limits, to increase real and perceived feelings of safety

- Implement the Healthy Neighbourhoods approach which adopts the principles of the Liveable Neighbourhoods and Healthy Schools schemes. This will help to encourage active travel, address rat-running and support traffic reduction.

Disabled People

A disability can reduce an individual's walking range and affect their ability to use the public transport system. In 2011, the disability rate in Lewisham stood at 14.4%. Walking, whether as a means of transport or as a walk to bus and train stops, can be made easier for mobility impaired people through intelligent engineering that incorporates dropped kerbs, controlled pedestrian crossings and tactile paving, within a well-maintained, clutter-free public highway that avoids excessive gradients and crossfalls. Traffic calming schemes that reduce vehicle speed can increase feelings of personal safety and lead to an increased uptake in walking.

It is recognised that some visually impaired people have concerns with 'shared space' schemes, which deliberately blur the distinction between road and footway. All schemes of this type would be subject to an independent EqIA report as required and significant local consultation.

Where possible, traffic signal timings can be adjusted to increase the pedestrian phase (green man time) to allow more time for pedestrians to cross. Controlled crossings should include audible signals and spinning cones to assist visually impaired pedestrians with crossing.

Boarding and alighting public transport can be physically challenging for this group. As part of TfL's (Transport for London) bus stop accessibility programme, 98% of all bus stops in Lewisham are fully accessible. This includes, where possible, the provision of seating and the creation of an environment which allows for wheelchair manoeuvrability and permeability between waiting passengers and pedestrians.

Braille/large print leaflets and timetables, audio/visual announcements on buses, and real time passenger information can all be of particular benefit to this group. Improved levels in street lighting at public transport access points can assist the visually impaired in reading information.

Induction loops should be installed at ticket offices to assist those with hearing aids. An induction loop system transmits an audio signal directly into a hearing aid via a magnetic field, greatly reducing background noise, competing sounds, reverberation and other acoustic distortions that reduce clarity of sound.

People with disabilities may be more dependent on private motor cars for their transport needs, often used in conjunction with a Blue Badge parking permit. Schemes which limit or reduce car provision without improvements to public transport could have a negative impact on this group. However, the affordability of public transport has been addressed in recent years by the provision of Freedom Passes for people who are registered as disabled. The Freedom Pass provides free travel at all times on buses showing the red roundel, Tube, tram, DLR, London Overground and TfL Rail and on some National Rail services in London. Improvements to public transport which maximise the use of this concession can be seen to disproportionately benefit disabled people.

There is a requirement to ensure disabled people have access to facilities such as hospitals and GPs surgeries and this is considered in accessibility planning carried out by the Council, which stresses the need for these services to be served by good public and private transport facilities.

Taxi ranks should be located close to public transport links and shopping and leisure facilities where feasible.

Disabled people and people with learning disabilities will benefit from community transport services including Shopmobility and the provision of door-to-door transport services (for example the Taxicard scheme).

How will the LIP address these issues?

The LIP will primarily address these issues through Objective 2 and 3:

- Producing marketing materials in Braille/large font sizes and audio formats, subject to need.
- Implement the Local Pedestrian Improvements programme as well as small scale schemes to improve footway surfaces, to ensure they are in a good, safe condition, as well as provision of dropped kerbs/crossing points with tactile paving.

- Public Transport Supporting Interventions to ensure bus stops and rail stations are accessible.
- Provide disabled parking for Blue Badge holders, where possible.

Gender

The population of Lewisham is 48.9% male and 51.1% female, in line with the rest of England. Research carried out by Transport for London (TfL) in 2014 identified that women make a greater number of journeys per weekday than men. Trips made by women tend to be shorter and completed using different types of transport than journeys made by men.

There are similar barriers to using public transport between the genders, for example, overcrowded services and cost of tickets. However, there are some differences between the genders, particularly around fear of crime, where women are more likely to experience barriers.

Personal safety is a concern for some women. TfL research undertaken in 2014 determined that 68% of women felt 'unworried' whilst on public transport compared to 81% of men. Further to this 67% of women indicated that concerns around crime and antisocial behaviour impacted on their frequency of public transport use. Women also feel more at risk in areas near to public transport. These spaces include pedestrian subways and bridges, stations, access and bike paths. As a result, avoiding danger in these areas has become a priority for women as they move around the city.

Feelings associated with personal safety can be improved through the provision of improved street lighting at bus stops and at areas near railway stations. Subway use can be eradicated through the provision of footbridges or surface-level pedestrian crossings and negate the need to undertake lengthy detours to avoid them.

How will the LIP address these issues?

The LIP will primarily address these issues through Objective 2:

- Develop engineering schemes that make improvements to personal safety on the public transport network.
- Implement the Local Pedestrian Improvements programme to make urban realm improvements.

- Implement the Healthy Neighbourhoods Scheme in conjunction with the Air Quality and Noise scheme to improve the local environment, making active travel more appealing.
- Public Transport Supporting Interventions to improve the overall experience of this method of travel.

Sexual Orientation

In general, it was not considered that people with different sexual orientations were particularly disproportionately impacted by changes to the transport network.

London has the highest proportion of adults (2.5%) who think of themselves as lesbian, gay or bisexual than any other region in the United Kingdom (TfL 2014). Research carried out by TfL in 2014 considered that there may be barriers to transport faced by some gay and transgender men and women, but recognised that there was insufficient research data to draw a significant and meaningful conclusion. However, some members of the lesbian, gay, bisexual, and transgender (LGBT) community have reported fears over intimidation and/or abuse as barriers for increased public transport use.

Feelings associated with personal safety can be improved through the provision of improved street lighting at bus stops and at areas near railway stations. A greater presence from police/community support officers and public transport staff at bus stops and at railway and underground stations can alleviate concerns of personal safety amongst members of the LGBT community.

How will the LIP address these issues?

The LIP will primarily address these issues through Objective 2:

- Develop engineering schemes that make improvements to personal safety on the public transport network.
- Implement the Local Pedestrian Improvements programme to make urban realm improvements.

Community Relations/Community Cohesion

Public transport transforms communities and the lives of the people living in them by spurring economic development, promoting sustainable lifestyles and providing a higher quality of life. However, there are effects that a transportation project can have on adjacent

communities that are beyond those intentionally affecting direct users of the transportation network.

Often called "community impacts", they affect the quality of the local environment as experienced by people who live, work or visit there, because of changes in noise, views, walking environment, land use mix and community cohesion (the quantity and quality of interactions among people in a community).

Transportation issues can create disharmony between communities (for example, parking at local places of worship) and schemes which promote accord, cooperation and goodwill can have a beneficial impact on community relations.

How will the LIP address these issues?

The LIP will primarily address these issues through Objectives 1 and 4:

- Promote more general improvements to public transport, including service improvements to buses where possible.
- Engage the local community in decision-making processes.

Attitudes towards disabled people and participation of disabled people

The introduction of equality legislation during the last twenty years and improved access to public spaces means disabled people have greater opportunities, visibility and aspirations than ever before. For many disabled people, having the ability to travel on public transport means independence and the freedom to take control of their own lives.

Disability is a key characteristic that determines travel behaviour and is often associated with more negative or problematic experiences of travel, along with more limited perceptions of viable alternatives. Research commissioned by the Department for Transport (DfT) in 2017, found that people with disabilities more frequently used buses and taxis as a mode of transport than other travel modes.

Attitudes towards disabled people have changed significantly and the transport industry has made great improvements to accessibility on the transport network for people with disabilities. In the capital, all buses are low-floor accessible and fitted with wheelchair ramps to accommodate the 1.3 million journeys made every day by people with disabilities. Buses can be lowered to reduce the step-up from the

pavement and there is a dedicated space aboard a bus for a wheelchair user.

Approximately a quarter of London Underground Tube stations, half of Overground stations, most piers, all tram stops, the Emirates Air Line and all DLR stations have step-free access (lifts, ramps and level surfaces). All taxis (black cabs) have a wheelchair ramp and some private hire vehicles (minicabs) have step free access.

How will the LIP address these issues?

The LIP will primarily address these issues through Objective 2:

- Implement the Local Pedestrian Improvements programme as well as small scale schemes to improve footway surfaces, to ensure they are in a good, safe condition, as well as provision of dropped kerbs/crossing points with tactile paving.
- Public transport supporting interventions to ensure bus stops and rail stations are accessible

Human Rights

It is not evident that the improvements set out in the LIP would have an impact on human rights.

How will the LIP address these issues?

N/a

Table 4 - EqlA Summary Table

LIP Objective	Approach	Groups Affected	Impact	Mitigation
Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham	Improved network of cycling and walking routes with links to town centres and improved east-west connections	Racial groups	+	The potential impacts of this LIP outcome are likely to benefit people in many of the protected groups, often to a larger extent than for the general population. As there are no adverse impacts expected from this action, no mitigation measures need to be taken.
		Religious groups	+	
		Foreign language communities	+/-	
		Older people	+	
	Reduced ownership and use of private motor vehicles	Children	+	
		Disabled people	+	
		Gender	+	
		Sexual orientation	+	
	Improved public transport links to the south, including the delivery of the Bakerloo Line Extension	Community relations	+	
		Attitudes towards disabled people	+	
	Creation of new orbital public transport connections and improved interchange	Human rights	N/A	
Lewisham's streets will be safe, secure and accessible to all	Improved safety and security will increase social inclusion and	Racial groups	+	The potential impacts of this LIP outcome are likely to benefit people in many of the protected groups,
		Religious groups	+	
		Foreign language communities	+/-	

	encourage walking and cycling	Older people	+	often to a larger extent than for the general population.
		Children	+	
	100% of all feasible bus stops will be brought to TfL accessible standards	Disabled people	+	As there are no adverse impacts expected from this action, no mitigation measures need to be taken.
		Gender	+	
	Increase number of step-free rail stations	Sexual orientation	+	
		Community relations	+	
	Eliminate fatal and serious collisions on Lewisham's roads	Attitudes towards disabled people	+	
		Human rights	N/A	
Lewisham's streets will be healthy, clean and green with less motor traffic	Reduce air pollution from road traffic	Racial groups	+/-	The potential impacts of this LIP outcome are unlikely to have a significant impact upon many of the protected groups.
		Religious groups	+/-	
		Foreign language communities	+/-	
	Encourage switch to electric vehicle use and reduce car ownership in absolute terms	Older people	+/-	Groups that have greater reliance on travel by car, such as older people, may be adversely affected in comparison to other groups who can use public transport more easily. However older people are more susceptible to poor air quality caused by traffic.
		Children	+	
		Disabled people	+/-	
	Reduce traffic levels, congestion and vehicle idling and encourage active travel	Gender	+/-	
		Sexual orientation	+/-	
		Community relations	+	
	More street trees to promote carbon capture	Attitudes towards disabled people	+/-	The LIP includes proposals that provide alternatives to the car, whilst also being mindful of those that although may wish to use more
		Human rights	N/A	

				sustainable modes, may not be able to and must continue to use their car.
Lewisham's transport network will support new development whilst providing for existing demand	Walking, cycling and public transport will be prioritised in new developments as the best options Work with TfL and Network Rail to increase public transport capacity in the Borough, to support growth	Racial groups	+/-	The potential impacts of this LIP outcome are unlikely to have a significant impact upon many of the protected groups. As there are no adverse impacts expected from this action, no mitigation measures need to be taken.
		Religious groups	+/-	
		Foreign language communities	+/-	
		Older people	+/-	
		Children	+/-	
		Disabled people	+/-	
		Gender	+/-	
		Sexual orientation	+/-	
		Community relations	+	
		Attitudes towards disabled people	+/-	
		Human rights	N/A	

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



Award Winning

national
transport awards

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awards



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