

Health Impact Assessment for LIP3 Policies

Strategy document	Health & Wellbeing Strategy: Priorities for action				Public Health Outcome Indicators Framework													
Priorities & actions	Giving children a good start in life	Preventing illness and injury and helping people recover		Preventing premature death & long term health conditions	Improving the wider determinants of health						Health improvement			Health protection	Healthcare public health and preventing premature mortality			
Health Objectives	Reduce overweight obesity in children	Reduce overweight & obesity in adults	Prevent illness and injury & promote recovery in over 65s	Cardiovascular diseases, diabetes & cancer	Reduce sickness absence rate	Killed & serious injured casualties on roads	% of popn affected by noise	Utilisation of outdoor space for exercise /health	Social isolation	Employment for those with long term health conditions	Proportion of physically active and inactive adults	Injuries due to falls in people aged 65 and over	Self-reported well-being	Fraction of mortality attributable to particulate air pollution	Mortality rate from causes considered preventable	Under 75 mortality rate from all cardiovascular diseases (including heart disease and stroke)	Under 75 mortality rate from cancer	TOTAL SCORE – OUT OF 90
<b>LIP3 Local Objectives:</b>																		
1. reduce reliance on the car for local in-borough car journeys by creating streets and a transport network that prioritises walking, cycling and public transport.	5	5	4	5	4	5	5	4	4	3	5	4	4	5	4	4	4	<b>74</b>
2. create healthy streets and neighbourhoods that encourage walking and cycling, and where traffic volumes and speeds are lower	5	5	4	5	4	5	5	5	5	3	5	4	5	5	4	4	5	<b>78</b>
3. improve accessibility for pedestrians and cyclists through increased priority at key junctions and reduced severance caused by major roads, railway lines and parks	5	5	3	4	3	5	4	5	5	3	5	4	5	5	4	4	4	<b>73</b>
4. implement and deliver the network of cycle routes outlined in the Croydon Cycle Strategy	5	5	4	5	5	5	5	5	5	5	5	4	5	5	4	5	5	<b>82</b>
5. support and deliver the principles of the Vision Zero Action Plan and work towards ensuring we have the safest roads in London with no killed or serious injuries on our roads by 2041.	4	4	3	4	3	5	2	3	3	2	4	3	3	4	5	2	2	<b>56</b>
6. reduce the volume of traffic on our roads and associated congestion through better management of our roads and kerbside space, and by offering pleasant, practical and safe alternatives to private cars and vans.	3	3	3	4	2	5	5	4	3	2	5	3	3	5	3	3	3	<b>59</b>
7. tackle road based air pollution by reducing traffic volumes, supporting the shift to zero emission vehicles and introducing new green infrastructure.	3	3	2	4	4	4	5	5	4	3	3	3	3	5	3	4	4	<b>62</b>
8. Work with the Mayor, TfL, Network Rail, bus operators and TOCs to improve public transport links, reduce overcrowding on the public transport network and ensure Croydon is the best connected Metropolitan Town Centre in Outer London	2	2	2	2	2	4	3	3	3	4	3	2	2	4	2	2	2	<b>44</b>
9. Work with the Mayor, TfL, Network Rail, bus operators and TOCs to ensure the entire public transport network is accessible, safe and step free.	3	3	4	3	3	3	3	3	4	4	4	4	3	4	2	2	2	<b>54</b>
10. Work with TfL to introduce additional bus priority measures on key road corridors to improve efficiency and reliability of bus services	2	2	3	3	2	3	2	2	3	3	3	2	2	3	2	2	2	<b>41</b>
11. Lobby the TOCs and the DfT to improve performance of train services and reduce gaps in service frequencies.	2	2	2	2	2	3	3	3	3	3	2	2	2	3	2	2	2	<b>40</b>
12. Ensure all new development incorporates the ten Healthy Streets principles into their design, and ensure they are integrated with the local walking and cycling networks as well as public transport.	4	4	2	3	2	4	3	3	2	2	4	3	3	4	3	3	3	<b>52</b>
13. Work with key partners to increase public transport capacity in the borough to support the creation of new homes and jobs planned over the next two decades, including the extension of the tram to Crystal Palace and Brighton Mainline Upgrade.	2	2	2	2	2	3	3	2	2	2	2	2	2	3	2	2	2	<b>37</b>

Health Impact Assessment for LIP3 Proposals

Strategy document	Health & Wellbeing Strategy: Priorities for action				Public Health Outcome Indicators Framework														
Priorities & actions	Giving children a good start in life	Preventing illness and injury and helping people recover		Preventing premature death & long term health conditions	Improving the wider determinants of health						Health improvement			Health protection	Healthcare public health and preventing premature mortality				
Health Objectives	Reduce overweight & obesity in children	Reduce overweight & obesity in adults	Prevent illness and injury & promote recovery in over 65s	Cardiovascular diseases, diabetes & cancer	Reduce sickness absence rate	Killed & serious injured casualties on roads	% of popn affected by noise	Utilisation of outdoor space for exercise /health	Social isolation	Employment for those with long term health conditions	Proportion of physically active and inactive adults	Injuries due to falls in people aged 65 and over	Self-reported well-being	Fraction of mortality attributable to particulate air pollution	Mortality rate from causes considered preventable	Under 75 mortality rate from all cardiovascular diseases (including heart disease and stroke)	Under 75 mortality rate from cancer	TOTAL SCORE – OUT OF 90	
<b>LIP3 Local proposals</b>																			
Healthy School Neighbourhoods	5	5	4	5	3	5	3	3	3	3	5	4	4	5	5	5	5	72	
Dockless & e-bike hire schemes	3	5	5	5	3	2	2	4	4	4	4	2	2	4	4	4	4	61	
Vision Zero - 20 mph on main roads	5	5	3	4	3	5	4	2	4	2	4	2	2	4	4	3	3	59	
Car clubs	2	2	2	2	1	2	3	1	2	1	2	1	1	4	2	2	2	32	
Cycling strategy delivery	5	5	3	4	4	5	4	5	3	3	5	4	4	5	4	4	4	71	
Liveable Neighbourhoods	5	5	4	5	4	5	5	4	4	3	5	4	5	5	4	5	4	76	
Bus accessibility	2	2	2	2	2	3	3	2	3	4	2	2	2	3	2	2	2	40	
Electric vehicle charging points	1	1	1	3	1	1	5	1	1	1	1	1	1	5	1	3	2	30	
Pedestrian improvements	5	5	4	5	4	5	4	5	5	3	5	5	5	3	4	5	4	76	
Traffic reduction strategy	5	4	3	5	2	5	5	3	3	1	4	2	3	5	3	4	3	60	
Freight & logistics	2	2	2	4	2	5	4	2	2	2	3	2	2	5	3	3	3	48	

## Stage 1: Initial Equality Analysis

The council has an important role in creating a fair society through the services we provide, the people we employ and the money we spend. Equality is integral to everything the council does. We are committed to making Croydon a stronger, fairer borough where no community or individual is held back.

The Initial Equality Analysis helps to determine if the proposed change will have no impact, a positive or negative impact on groups that share a protected characteristic and ascertain if you will need to undertake a full equality analysis.

An Equality analysis enables us to target our services, and our budgets, more effectively as well as understand how they affect all our communities. It also helps us comply with the Equalities Act 2010.

Please note that an equality analysis must be completed as early as possible during the planning stages to ensure information gained from the process is incorporated in any decisions made. [If you are not at the beginning stage of your decision making process, you must inform your Director and the Equalities Manager that you have not yet completed an equality analysis.](#)

In practice, the term '**proposed change**' broadly covers the following:

- Policies, strategies and plans;
- Projects and programmes;
- Commissioning (including re-commissioning and de-commissioning);
- Service Review;
- Budgets;
- Staff restructures (including outsourcing);
- Business transformation programmes;
- Organisational change programmes;
- Processes (for example thresholds, eligibility, entitlements, and access criteria).

<b>Directorate:</b>	Place, Planning & Strategic Transport
<b>Title of project or proposed change:</b>	Third Local Implementation Plan (LIP3)
<b>Officer responsible for assessment:</b>	Ben Kennedy
<b>Date assessment completed:</b>	01 September 2019

## 1.1 Information about the proposed change

<b>1.1.1</b>	<p><b>Brief outline of proposed change</b> <i>(see above for examples of proposed changes)</i>                  Please provide a brief outline of the proposed change, why it is being considered. Please also state if it is an existing, new/proposed or revised change</p> <p>The LIP3 document includes a three year programme of investment for the borough in which we must set out the schemes that we intend to deliver in order to meet the Mayor of London’s transport outcomes. The MTS seeks to deliver the integration of land use and transport, and the provision of a robust and resilient public transport network, with an ambitious aim to reduce Londoners’ dependency on cars in favour of increased walking, cycling and public transport use. It sets out three priority themes for delivery:</p> <ul style="list-style-type: none"> <li>• Healthy Streets and healthy people</li> <li>• A good public transport experience</li> <li>• New homes and jobs</li> </ul> <p>The key overarching framework for the new MTS is the ‘Healthy Streets Approach’. This policy puts people and their health at the centre of our decision making, helping everyone to use cars less and to walk, cycle and use public transport more.</p> <p>Borough councils are required to set out their proposals for implementing the MTS in their area. This is through the Local Implementation Plan (LIP). It is a legal requirement under the GLA Act 1999 section 145 for boroughs to prepare a LIP “as soon as reasonably practicable” after the Mayor has published his transport strategy.</p> <p>Borough councils are required to include a Delivery Plan in their LIP3 that outlines the projects and programme areas that will contribute to the delivery of the Mayor’s Transport Strategy. Croydon’s draft LIP3 is proposing to retain many of the previous LIP2 work areas whilst reflecting the new MTS outcomes and policy frameworks specifically the <i>Healthy Streets</i> principles, <i>Vision Zero</i> ambition and a borough traffic reduction strategy.</p> <p>The following programme areas and projects being proposed in Croydon’s draft LIP3 are detailed below:</p>
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- *Healthy Schools Neighbourhoods* – this will be a holistic approach to tackling the school run and encouraging walking and cycling to and from school whilst also helping all in the neighbourhood make local journeys on foot and by bike. **(New)**
- *Dockless and electric bike share schemes* – this will involve the successful introduction of a dockless and hub based bike share scheme that will include electric bikes (e-bikes). **(New)**
- *Cycling Strategy* – the proposals and infrastructure schemes previously agreed through the Croydon Cycling Strategy will continue to be progressed and funded as part of the LIP3 alongside Growth Zone funding. **(Existing)**
- *Walking and Pedestrian Improvements* – this programme area will include continued provision of safe and secure pedestrians crossing facilities, with dedicated pedestrian phases and pedestrian countdown where appropriate. **(Existing)**
- *Buses* – TfL provides funding for bus improvements through the Strategic Bus priority programme however this only applies to main bus corridors. This funding programme will examine what can be done to improve bus services in the south of the borough, with specific focus upon improving accessibility to support the suburban intensification areas. As well as traditional bus services the work will also consider new concepts such as on demand minibuses and autonomous vehicles. **(New & existing)**
- *Behaviour change* – this work stream includes a variety of activities such as cycle training, led rides, cycling events, promotional events, education and behaviour change projects to encourage more walking and cycling. **(Existing)**
- *School Travel Plans* – This is a continuation of the school travel planning programme for schools that are outside of the Healthy Schools Neighbourhoods areas. **(Existing)**
- *Vision Zero* – this will be an evidence led approach to road danger reduction and safer streets in accordance with the Vision Zero Action Plan. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041. It will focus upon improving safety in our district centres with the highest collision rates which have been identified as South Norwood, Crystal Palace and Thornton Heath. These schemes will include the introduction of 20mph limits on the main roads in these centres including speed management and safety measures such as junction treatments and pedestrian crossing improvements. **(New)**
- *Car Clubs* – this programme area will continue the expansion of Car Clubs in the borough including electric vehicle charging provision and the introduction of flexible Car Clubs in the north of the borough. This will reduce the need for individual car ownership by increasing access to shared car club vehicles. **(Existing)**
- *Electric Mobility* – this will support the Council's ambition to install 400 electric vehicle charging points across the borough by 2022 and enable the shift to zero tailpipe emission vehicles resulting in improved air quality. **(Existing)**
- *Traffic reduction strategies* – this programme area will investigate and deliver new strategies for reducing traffic volumes and congestion in the borough as required by the MTS. It will include reviews of parking management in the borough, with a

	<p>focus upon reducing the number of staff driving for work through the implementation of a Council Staff Travel Management Plan. The work stream will also consider the demand management tools recommended in the MTS and understand whether they are appropriate mechanisms for both reducing traffic congestion and funding new transport infrastructure such as tram extensions. <b>(New)</b></p> <ul style="list-style-type: none"><li>• <i>Construction Logistics &amp; Freight Management</i> – this work will consider options for better managing construction traffic through the establishment of a Construction Consolidation Centre. It will also continue the work to monitor and enforce construction and logistics plans for development sites. It further piece of work will involve assessing the feasibility of micro-consolidation, micro-distribution centres and cargo bike delivery schemes in the borough in order to reduce freight movements and deliveries. <b>(New)</b></li></ul>
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## 1.2 Who could be affected by the change and how?

### Scoring your adverse impact

You will need to score impact on service users, community groups and/or staff and record this in your Action Plan.

### Deciding whether the impact could be positive or negative

You must gather evidence to help you decide how each of the protected groups could be affected. This evidence must be of two types:

- about people (quantitative) – for example, statistics, borough and ward profiles on the Croydon Observatory (<http://www.croydonobservatory.org/>), national research
- from people (qualitative) – for example, consultation results, complaints, surveys, information from relevant voluntary or community organisations

You will find it useful to discuss sources of information with the equalities manager. They may be able point you towards relevant information from another equality analysis or concerns about equality matters from inspections or audits.

However, you can make reasonable assumptions where impact is likely to be minimal. For example, changes to the school admissions policy are likely to have minimal impact on older people. Negative impacts can often be identified by the concerns that stakeholders raise about whether a change will work or not.

### Ranking the potential impact

You have to act to eliminate any potential negative impact that, if it was to be realised, would breach the law (perhaps by abandoning your proposed change). However, you may not be able to take action to minimise all your potential negative impacts or maximise all your potential positive ones. You must be realistic and proportionate about how many actions you can resource.

When you act to reduce the negative impact or maximise the positive impact, you must be sure that this does not create a negative impact on another group. If this is unavoidable, it can only be justified if it is done to eliminate discrimination.

**1.2.1 PROBABILITY** - What is the likelihood of the service, policy or function having an impact on service users, community groups and/or staff?

Use table below to assign the proposed change a category code for each protected group.

Please refer to Equality Analysis Impact Matrix at the end of this document.

	IMPACT ON PROTECTED GROUP(S)								
Category Code	Race	Age	Gender	Disability	Religion or Belief	Sexual Orientation	Gender Reassignment	Pregnancy Or Maternity	Marriage or Civil Partnership
1 Rare									
2 Unlikely									
3 Possible									
4 Likely									
5 Almost Certain									

**1.2.2. SEVERITY OF IMPACT** - Identify the highest possible impact on the service, policy or function.

Use this table as a general guide

Probability	Potential Impact on Protected Group(s)	The Potential for Complaint/Litigation	Potential Impact on Organisation
1	No impact or adverse outcome	Unlikely to cause complaint/litigation	No risk at all to organisation
2	Short term impact	<ul style="list-style-type: none"> <li>• Complaint possible</li> <li>• Litigation</li> </ul>	Minimal risk to organisation
3	Semi-Permanent Impact	<ul style="list-style-type: none"> <li>• Litigation possible not certain</li> <li>• High potential for complaint</li> </ul>	<ul style="list-style-type: none"> <li>• Need careful PR</li> <li>• Reportable to EHRC</li> <li>• External Investigation</li> </ul>
4	Permanent Impact	<ul style="list-style-type: none"> <li>• Litigation certain expected to be settled for &lt;£1M</li> </ul>	<ul style="list-style-type: none"> <li>• Service closure</li> <li>• Threat to Divisional/Directorate objectives/priorities</li> <li>• Local Publicity</li> </ul>
5	Permanent and Severe Impact	Litigation certain expected to be settled for >£1M	<ul style="list-style-type: none"> <li>• National adverse publicity</li> <li>• Threat to Trust objectives/priorities</li> </ul>

### 1.2.3 Equality Impact Score

Use the table in 1.2.2 and matrix below to calculate the equality impact score by using the formula: **Impact x Likelihood = Equality Impact Score**



I M P A C T	5	5	10	15	20	25
	4	4	8	12	16	20
	3	3	6	9	12	15
	2	2	4	6	8	10
	1	1	2	3	4	5
	1	2	3	4	5	
	LIKELIHOOD					



Risk index	Risk Magnitude
20-25	Maximum
15-19	High risk
10-14	Medium Risk
5-9	Low Risk
1-4	Minimum Risk

Example

If we are going to reduce parking provision in a particular location, officers will need to assess the equality impact as follows;

1. Determine the severity of the impact. You can do this by using the table in 1.2.2 as a guide, for the purpose of this example as 3 Semi-Permanent Impact
2. Estimate the Likelihood of this impact. You can use the category codes in the table in 1.2.1 to, for the purpose of this example as 5 Almost Certain
3. Calculate the equality impact score using the formula above and record it in the space provided below, for the purpose of this example - **Impact (3) x Likelihood (5) = 15 Red**

Calculate and enter the Equality Impact Score in the space provided - Please refer to Equality Analysis Impact Matrix

A full Equality Analysis will be required if the proposed change has been graded as scoring 10 or above (orange or red in the above table ) as this will help you detail how you are going to address any negative impact.



### LIP3 Equality Analysis Impact Risk Matrix

Work area	IMPACT ON PROTECTED GROUP(S)									Description of impact	Possible mitigation
	Race	Age	Gender	Disability	Religion or Belief	Sexual Orientation	Gender Reassignment	Pregnancy Or Maternity	Marriage or Civil Partnership		
Healthy School Neighbourhoods	3	3	3	8	3	3	3	6	3	Proposals to reduce through traffic & parking congestion in vicinity of schools may result in access difficulties for disabled motorists	Exemptions for blue badge holders in pedestrian zones
Dockless & e-bike hire schemes	3	9	3	9	3	3	3	3	3	There have been issues of dockless bikes obstructing pavements and there are some safety concerns e-bikes particularly for blind and partially sighted persons.	Ensure a robust enforcement and management agreement is in place with any operators prior to commencement
Vision Zero - 20 mph on main roads	3	3	3	3	3	3	3	3	3	Unlikely to be negative impact from 20mph speed limits unless it is associated with traffic calming measures. Some vertical deflection measures can cause discomfort for older persons, those with back problems	Ensure any physical traffic calming measures are built in accordance with national standards and gradients are not excessive.
Car clubs incl. Flexible scheme	2	2	2	2	2	2	2	2	2	Unlikely to be negative impact from introduction of car clubs unless there is an impact on disabled parking spaces	Ensure car club operators and users are aware that vehicles cannot be parked within disabled parking bays
Cycling strategy delivery	3	3	3	9	3	3	3	3	3	The installation of kerb segregated cycle lanes particularly in proximity to bus stops can have implications for wheelchair users and blind/partially sighted persons. Likewise cycle/pedestrian shared spaces can also have implications for blind/partially sighted persons.	Any proposed schemes would be designed in accordance with the London Cycle Design Standards and there would be separate engagement and consultation with mobility groups prior to design & implementation.
Liveable Neighbourhood bid	1	1	1	4	1	1	1	1	1	The only possible negative impact might be the loss of subways under the Ring Road and replacement with surface level crossings. Blind/partially sighted persons may prefer subways because they are easier to navigate due to being away from vehicular traffic.	Any proposed surface level signalised crossing would be designed in accordance with required accessibility standards and there would be separate engagement and consultation with mobility groups prior to design & implementation.
Suburban bus accessibility	1	1	1	1	1	1	1	1	1	This proposal is likely to have only beneficial impacts for all groups and would complement both local bus services and more demand responsive services such as dial-a-ride.	Prior engagement and consultation with local residents and stakeholders prior to commencement of any service.
Electric vehicle charging points	2	2	2	9	2	2	2	2	2	The installation of EVCPs in footways with wires extending from vehicles to points or lamp columns could negatively impact on wheelchair users and blind/partially sighted persons by narrowing pavements and creating trip hazards.	Wherever possible EVCPs will not be placed in the footway and if it is necessary to do so then they will be placed at the kerbside in a position that does not interrupt the pedestrian desire line or obstruct the footway.
Pedestrian improvements	1	1	1	4	1	1	1	1	1	This programme area will have a beneficial impact through interventions to improve the accessibility of the footway through dropped kerbs and the installation of equipment on signals to assist people with sensory impairment.	None necessary.
Traffic reduction strategy	2	2	2	4	2	2	2	2	2	This programme detail is still to be determined however it will likely focus upon parking management and traffic management restrictions so there is potential impact on access for disabled drivers	Prior engagement and consultation with local community, stakeholders and mobility forum prior to development of any new strategy.
Freight & logistics	1	1	1	1	1	1	1	1	1	The proposal will only have a beneficial impact by reducing the number and volume of HGVs and deliveries on Croydon's streets.	None necessary

Risk matrix – Likelihood of impact vs severity of impact	Negligible (1)	Minor (2)	Moderate (3)	Major (4)	Extreme (5)
Almost certain (5)	5	10	15	20	25

Likely (4)	4	8	12	16	20
Possible (3)	3	6	9	12	15
Unlikely (2)	2	4	6	8	10
Rare/remote (1)	1	2	3	4	5