



Local Implementation Plan 3 Equalities Impact Assessment (EqIA)

Royal Borough of Greenwich

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EXECUTIVE SUMMARY

The Royal Borough of Greenwich'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 Mayors 2018 Transport Strategy in their area.

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

The London Borough of Greenwich 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 Greenwich 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 an 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 EqIA 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 Greenwich'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:

- Healthier Greenwich
- Greener Greenwich
- Connected Greenwich
- Growing Greenwich

3. Who the LIP will impact and in what way

The LIP policies and plans 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 in 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 with several internal and external stakeholders. Direct consultation took place with groups including those that represent cyclists, disabled persons, Natural England, neighbouring local authorities and TfL.

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 group and can reduce the barriers for all groups to accessing the transport system.

It is recommended that further review 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. GREENWICH LIP

The LIP sets out the policy framework which will guide the investment Greenwich Council 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 Greenwich’s LIP objectives will contribute towards the achievement of the MTS outcomes.

Greenwich LIP	
Objectives	Approaches
Healthier Greenwich	<p>A transport network, places and streets that encourage active travel, keeping us all fit and healthy, mentally and physically</p> <p>Making our roads safer, particularly for walking and cycling.</p> <p>We all feel safe and secure when we’re out and about.</p>
Greener Greenwich	<p>Reducing pollution from transport, to keep us healthy, happy and reduce our contribution to climate change.</p> <p>There will be a reduction in car ownership and single occupancy car trips.</p>
Connected Greenwich	<p>A joined-up transport network provides great access to all the opportunities Royal Greenwich offers. It connects all areas and all people.</p> <p>It is efficient, affordable, attractive and uses innovative technology to create a connected Greenwich.</p> <p>A range of great public transport, walking and cycling options offer the best way to travel in Royal Greenwich.</p>
Growing Greenwich	<p>Getting people into 21,000 new jobs and 40,275 new homes in Royal Greenwich by 2031.</p> <p>Making growth good for existing residents, during construction and beyond.</p>

Table 2- Greenwich 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:

Royal Borough of Greenwich TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
Local transport initiatives	100	100	100
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Active Travel Infrastructure			
Development of streetscape guidance for cycle and public realm schemes in the Borough.	40	0	0
Primary cycling routes projects (schemes derived from Strategic Cycling Assessment).	600	650	650
Implementation of localised walking healthy routes. Includes expanding the development of a network of pedestrian priority routes includes investment in key strategic walking routes in the borough such as the Green Chain Walk. Also includes improved wayfinding.	70	60	60
Accessibility improvements such as the provision of tactile paving, the improvement of sub-standard pedestrian islands, lighting enhancements, continuous footways, dropped kerbs, tactile paving, tonal distinction between areas for pedestrians and areas for vehicles and decluttering.	43	40	40
Active Travel Behaviour Change			
Funding for RBG School Travel Advisor position and support to deliver range of school travel plan programmes including updates of travel plans and delivery of activities and initiatives linked to them as identified in other funding sections below.	45	45	45
Behaviour change initiatives including campaigns, publicity, marketing materials etc. linked to School Travel Plan actions. Includes funding for school cycle and scooter parking where required. Allows schools to develop active travel schemes in line with their School Travel Plan action plans.	65	65	65

Cycle training co-ordinator role overseeing cycle training contract plus associated training activities e.g. Dr Bikes, cycle maps, HGV/cycle safety initiatives etc.	45	45	45
Series of awareness campaigns to boost walking and cycling through behaviour change programmes across the Borough	20	20	20
Reducing Road Danger			
Local Safety Scheme - Blackwall Tunnel Southern Approach/Woolwich Road	10	200	280
Local Safety Scheme - Plumstead Common Road (Burrage Road - Garland Road)	109	0	0
Local Safety Scheme - Western Way/eastern Way/Central way	100	0	0
Local Safety Scheme - Blackwall Lane slip into BTSA	10	100	0
Local Safety Scheme - Footscray Road/Avery Hill Road	10	50	0
Local Safety Scheme - Plumstead Common Road/Sandy Hill Road	0	10	50
Local Safety Scheme - Blackwall lane/Draednought Street	0	10	75
Woolwich Road - Phase 2	150	0	0
Waterdale Road Area 20MPH Zone	10	75	0
Colepits Road Area 20MPH Zone	10	50	0
St Johns Park Area 20MPH Zone	0	10	50
Blanmerie Road Area 20MPH Zone	0	10	50
Maintenance and repair of existing 20mph zones	85	85	85
Engineering measures linked to School Travel Plan actions including (where appropriate) raised tables, improved crossings, markings and other safety initiatives. All to be completed by March 2018	45	45	45
School and adult cycle training programme - tendered contract with Bikeworks which includes all output and outcome targets	131	131	131
Targeted measures to support groups at higher risk of road collisions including older people, powered two wheelers, young drivers	90	90	90

and BME groups. Includes a mixture of funding for courses (such as Scooter Safe and Bike Safe), online resources (including '2 Wheels London') plus campaigns, behaviour change initiatives, marketing, awareness raising and resources.			
Traffic Reduction			
Supporting the development of the car club network. Cost is mainly TMOs. Plus, marketing and other campaigns to promote uptake of Car Clubs in the Borough, and supporting pilot e-car club work	5	5	5
Borough wide ongoing review of freight specific signage, loading restrictions etc. including support for involvement with South London Freight Consolidation Centre proposals	10	10	10
The Council is carrying out an extensive review of its Controlled Parking Zones (CPZs) and introduction of some new zones. All the above schemes have, or will be subject to a full consultation and approval process.	135	233	233
Clean and Green			
Support for the roll out of Source London points, Lamp post charging (match funded by GULCS) and rapid chargers.	40	40	40
Public Transport			
Bus Package - Small scale bus priority measures and maintenance of borough bus stops.	60	60	60
Subtotal	1938	2139	2129
DISCRETIONARY FUNDING	£k	£k	£k
Liveable Neighbourhoods	1705	2000	285
Bridge strengthening	TBC	TBC	TBC
Traffic signal modernisation	TBC	TBC	TBC
Sub-total	1705	2000	285
STRATEGIC FUNDING	£k	£k	£k
Bus Priority	TBC	TBC	TBC
Borough cycling programme	TBC	TBC	TBC

Sub-total	0	0	0
Crossrail complementary measures	28	0	0
Mayor's Air Quality Fund	0	0	0
Low Emission Neighbourhoods	0	0	0
Sub-total	28	0	0
All TfL borough funding	3771	4039	2324

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.

Greenwich is a vibrant and diverse borough. The 2011 Census indicated that Black and Minority Ethnic (BME) communities make up 47.7% 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, closed-circuit television (CCTV) 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 1: Healthier Greenwich

- Road safety education programmes within schools.
- Road safety engineering schemes.
- Programmes to improve the streetscape, including street lighting and CCTV provision.

Religious Groups

With all religions, outside of Christianity making up only 14% 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, closed-circuit television (CCTV) and improved wayfinding signs.

How will the LIP address these issues?

The LIP will primarily address these issues through Objective 1: Healthier Greenwich

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

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 16.9% of residents stating English is not their main language, promotional material, providing information relating to public transport services, 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 10.3% of Greenwich'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 Greenwich 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 1: Healthier Greenwich

- Producing marketing materials in large font sizes and audio formats, subject to need.
- Develop engineering schemes that make improvements to accessibility though the provision of dropped kerbs/crossing points with tactile paving and improving accessibility to bus stops.
- 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 25% of the population under the age of 18, 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 and the provision of CCTV 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 3: Healthier Greenwich and Connected Greenwich

- Promote healthy and environmentally sustainable travel to schools 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.

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 Greenwich stood at 13.7%. 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 Greenwich 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 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.

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 1: Healthier Greenwich

- Producing marketing materials in Braille/large font sizes and audio formats, subject to need.
- Develop engineering schemes that make improvements to accessibility through the provision of dropped kerbs/crossing points with tactile paving and improving accessibility to bus stops.
- Provide disabled parking for Blue Badge holders, where possible.

Gender

The population of Greenwich is 49.6% male and 50.4% 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 and CCTV 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 1: Healthier Greenwich

- Develop engineering schemes that make improvements to personal safety on the public transport network.

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 and CCTV 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 1: Healthier Greenwich

- Develop engineering schemes that make improvements to personal safety on the public transport network.

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 3 and 4: Connected Greenwich and Growing Greenwich

- Promote more general improvements to public transport, including service improvements to buses where possible.
- Develop travel plans with local places of worship and other sites that generate parking in neighbourhoods, to increase accessibility.
- 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 strides in improving accessibility to 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 1: Healthier Greenwich

- Develop engineering schemes that make improvements to accessibility for disabled people through the provision of dropped kerbs/crossing points with tactile paving and improving accessibility to bus stops.
- Create a forum where people can voice their issues and concerns.

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 - EqIA Summary Table

LIP Objective	Approach	Groups Affected	Impact	Mitigation
Healthier Greenwich	<p>A transport network, places and streets that encourage active travel, keeping us all fit and healthy, mentally and physically</p> <p>Making our roads safer, particularly for walking and cycling.</p> <p>We all feel safe and secure when we're out and about.</p>	Racial groups	+	<p>The potential impacts of this LIP objective are likely to benefit people in many of the protected groups, often to a larger extent than for the general population.</p> <p>As there are no adverse impacts expected from this action, no mitigation measures need to be taken.</p>
		Religious groups	+	
		Foreign language communities	+/-	
		Older people	+	
		Children	+	
		Disabled people	+	
		Gender	+	
		Sexual orientation	+	
		Community relations	+	
		Attitudes towards disabled people	+	
Human rights	N/A			
		Racial groups	+/-	

Greener Greenwich	<p>Reducing pollution from transport, to keep us healthy, happy and reduce our contribution to climate change.</p> <p>There will be a reduction in car ownership and single occupancy car trips.</p>	Religious groups	+/-	<p>The potential impacts of this LIP objective are unlikely to have a significant impact upon many of the protected groups.</p> <p>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.</p> <p>The LIP should include proposals that provide alternatives to the car, whilst also being mindful of those that although may wish to use more sustainable modes, may not be able to and have to continue to use their car.</p>
		Foreign language communities	+/-	
		Older people	+	
		Children	+	
		Disabled people	+/-	
		Gender	+/-	
		Sexual orientation	+/-	
		Community relations	+/-	
		Attitudes towards disabled people	+/-	
		Human rights	N/A	
Connected Greenwich	<p>A joined-up transport network provides great access to all the opportunities Royal Greenwich offers. It connects all areas and all people.</p> <p>It is efficient, affordable, attractive and uses</p>	Racial groups	+/-	<p>The potential impacts of this LIP objective are likely to benefit people in many of the protected groups, often to a larger extent than for the general population.</p> <p>As there are no adverse impacts expected from this action, no mitigation measures need to be taken.</p>
		Religious groups	+/-	
		Foreign language communities	+/-	
		Older people	+	
		Children	+	

	innovative technology to create a connected Greenwich.	Disabled people	+	
		Gender	+	
	A range of great public transport, walking and cycling options offer the best way to travel in Royal Greenwich.	Sexual orientation	+	
		Community relations	+	
		Attitudes towards disabled people	+	
		Human rights	N/A	
Growing Greenwich	Getting people into 21,000 new jobs and 40,275 new homes in Royal Greenwich by 2031.	Racial groups	+/-	<p>The potential impacts of this LIP objective are unlikely to have a significant impact upon many of the protected groups.</p> <p>As there are no adverse impacts expected from this action, no mitigation measures need to be taken.</p>
		Religious groups	+	
	Making growth good for existing residents, during construction and beyond.	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

london
transport awards

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parking
awards



Accreditations



Memberships



Landscape Institute
Registered practice



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