Equalities Analysis in Lambeth	
Proposal Title	**C-19 Response: Oval to Stockwell Triangle Low Traffic Neighbourhood**
Document Number	LAM-TS- EIA-OSLTN-3
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Who will be involved in approving this decision?	Cllr Hashi/Cllr Adilypour

Document History		
Version	Date	Comments
1	21.10.20	Version 1 published
2	01.12.20	Updated document format and added information about exemption policy
3	31.08.21	EQIA updated to accompany consultation

What is changing?

Temporary scheme:
Closures to motor vehicles have been introduced to streets across the Oval Triangle neighbourhood, on a trial basis. The signed restrictions are supported by wooden planters in the carriageway so that the new layout is obvious to motorists. Gaps have been left between planters so that emergency vehicles, who are exempt from the restrictions, can drive through still. Other motor vehicles are able to drive up to the closure points from one end of the road or the other but will not be able to drive through.

The aim is to reduce motor traffic volumes in order to create space for people to safely walk and cycle. The effect is that access to most properties in the area is from South Lambeth Road, rather than the A3, Clapham Road. The trial nature of the scheme allows the council to amend and improve these changes through working with the local community.

No motor vehicle restrictions apply to the following locations;

- Dorset Road at the junctions of:

- Cobbett Street (to eastbound traffic only)
- A3, Clapham Road

- Albert Square, junction with A3, Clapham Road
- Claylands Road, Claylands Place and Palfrey Place crossroad
- Richborne Terrace junction with A3, Clapham Road
- Fentiman Road junction with Palfrey Place

Space that is currently dominated by motor vehicles will have traffic volumes reduced. This will support safer and easier social distancing and safe walking and cycling routes.

Update August 2021: Consultation on a permanent scheme:
The changes outlined above were implemented in June 2020. The scheme has undergone two rounds of monitoring which has demonstrated a net reduction in traffic across the internal area and boundary roads.

Due to the evidence collated, the scheme is deemed to be meeting its objectives and we are now considering moving the scheme to a permanent traffic order. We are consulting the public on this decision, for five weeks from September 6th 2021. We will use the objective monitoring data and feedback gathered from local stakeholders and the wider community to make an informed decision on whether to make the scheme permanent.

If the scheme becomes permanent, further changes to the public realm will occur. This will include upgrading the current filters marked out with planters and signage to more permanent features that could include:

- Parking suspension
- Permanent road closure
- Footway extensions
- Highway and footway surface change
- Planting
- Sustainable Urban Drainage Systems
- Seating
- Play features
- Signage
- E-scooter/cycle parking

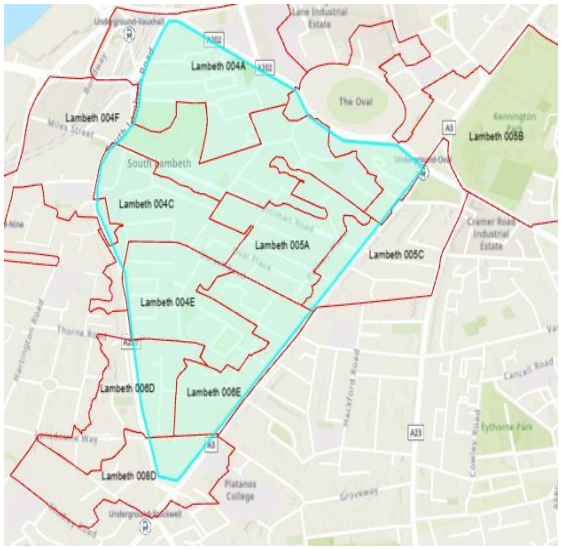
This EqIA will be updated considering such change.

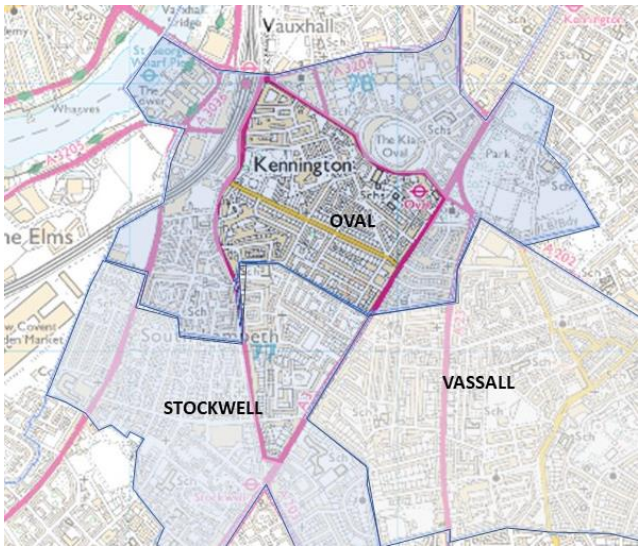
What do we know about the people who will be impacted by this change?

Data Analysis Methodology:
A borough wide demographic analysis of protected characteristics and how these may be impacted by transport changes to reduce private vehicle dependence can be found on the wider Transport Strategy EqIA available here.

The Low Traffic Neighbourhood has been mapped against Lower Super Output Areas (LSOA) to give a detailed understanding of the demographic breakdown of residents living within and on the

boundary of the scheme area. Data from each LSOA has been weighted to reflect the proportional area within the LTN. It is important to note this data does not give us an exact picture as there is not uniform dispersion to the data within each LSOA. The data for each LSOA is taken from the 2011 census, we are mindful there has been population change since this census. Ward data has also been used to complement the data however, these stats cover a much larger area than that incorporated within the LTN:





Data gathered through community stakeholder mapping has also been incorporated to give detail of local services and amenities within the LTN scheme area.

Oval ward has population of (16,600) with almost 80% working age. Median household income is in line with the borough average. It has a high number of residents in employment, a high number of jobs in the ward, and a high rate of NI registrations of non-UK workers. Oval ward has an average rate of working age benefit claimants (Nov 2014), an average rate of out of work claimants, and a low rate of claimants aged under 25. 2015 crime rate is average for the borough.

There is high percentage of households in flats (87%), and there is a high proportion of private rented households (35%, compared to 35% social rented and 26% owner-occupied). 19% of households are working age people sharing accommodation (i.e. not living as a family). 39% of households are single people and 38% are families. The split between people who are economically active, 78%, and inactive (retired, studying, caring responsibilities etc), 22%, matches the borough profile.

Stockwell ward has a population of average size for Lambeth (15,200). Although it is one of the least well-off wards in Lambeth with a low median household income, the employment rate is average for the borough. Stockwell has an average rate of working age benefit claimants (Nov 2014), an average rate of out of work claimants, and an average rate of claimants aged under 25. Dependent children in out-of-work households are average. The crime rate is average for the borough (2015).

Stockwell has the highest proportion of dwellings in council tax bands A or B, and a high percentage of households in flats (86%). There is a large amount of social rented households (45%), compared

to 25% home owners and 27% private rented. The Lansdowne Green, Studley, Mursell and South Lambeth estates are amongst poorest area in borough. Lansdowne Gardens is a more affluent area.

Sources:
Lambeth 2016 state of the wards
London datastore – ward profile
Nomis local area report

Data by protected characteristic:

AGE

Oval

- A greater proportion of working age people than the borough average with 14% children under 16, almost 79% of working age and 7% over 65.
- In Lambeth 27% of 64-74 year olds have a limiting health condition. This rises to 46% of 75-84 year olds and 64% of those over 85.
- 6% of residents have a disability that limit their day-to-day activities a lot and 6.7% one that limits them a little, in line with the borough average.
- In Oval ward 6% of the population also undertakes unpaid care, in line with the borough average.

Stockwell

- The age profile matches that of the borough generally with 18% children under 16, 73% of working age and 7% over 65.
- In Lambeth 27% of 64-74 year olds have a limiting health condition. This rises to 46% of 75-84 year olds and 64% of those over 85.
- 5.6% of residents have a disability that limit their day-to-day activities a lot and 6.7% one that limits them a little.
- 7% of the population also undertakes unpaid care, in line with the borough average.

There are several schools and youth clubs impacted by the Oval to Stockwell LTN:

Postcode	School/ Youth club/ Youth Service
SW8 1NT	Ashmole Primary School
SE11 5SR	Archbishop Tennison Secondary School
SW8 1EJ	St Stephen's Primary School and Children's Centre
SW8 1AR	Green Shoots Day Nursery
SW8 1PU	Oval Montessori Nusery School
SW9 0LA	Italian Day Nursery
SW8 1UJ	Lansdowne Youth Centre
SE11 5LY	Youth Alive
	Stepping Stones Community Nursery

DISABILITY AND HEALTH

- In the general population 6.1% of people have a disability that limits them a lot and 6.6% one that limits them a little.

GENDER REASSIGNMENT
Data Unavailable

MARRIAGE AND CIVIL PARTNERSHIP
Data Unavailable

PREGNANCY AND MATERNITY
Data Unavailable

RACE AND ETHNICITY
Oval:

- White people make up 63% of the population and 37% are Black, Asian and multi ethnic.
- Black people make up 19%, with 10% black African and 6% black Caribbean.
- The Asian population is 8%.
- In 15% of households, there is no-one whose first language is English (4.5% of Oval residents speak Portuguese as their first language, and 3.6% speak Spanish).

Stockwell:

- White people make up 56% of the population and 54% are Black, Asian and multi ethnic.
- Black people make up 29%, with 16% black African and 8% black Caribbean.
- The Asian population is 6%.
- A high proportion of residents whose first language is not English (8% of residents speak Portuguese, 3% Spanish, 2.6% Polish and 4% an African language).
- Over 40% of residents were not born in UK, especially Portugal, Poland, South America, Caribbean (especially Jamaica) and Africa (especially Nigeria).
- It has the highest National Insurance registrations of migrant workers in the borough.

SEX

Ward	Female	Male
Oval	7,148	8,098
Stockwell	8,023	9,070

Nomis, mid year population estimates (2019)

SOCIO-ECONOMICS
The Indices of multiple Deprivation (IMD) shows that of the seven LSOAs within the project area; none are in the least deprived fifth of LSOAs in Lambeth, two are in the second least deprived fifth, three are in the middle fifth, and one each are in the most deprived LSOAs and second most deprived fifth of LSOAs. The Oval Triangle area has a population of approximately 10,882 people.

How will they be impacted by the change?

The following section describes the data that has been gathered on traffic and air quality since the introduction of the Oval to Stockwell LTN and the impacts on all groups.

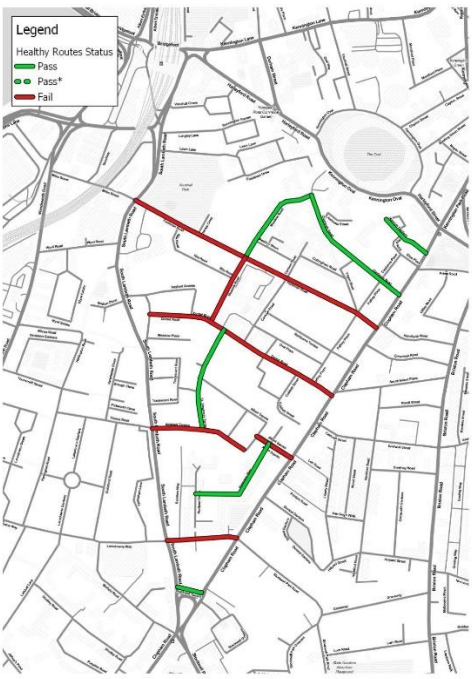
Impacts by Group:-

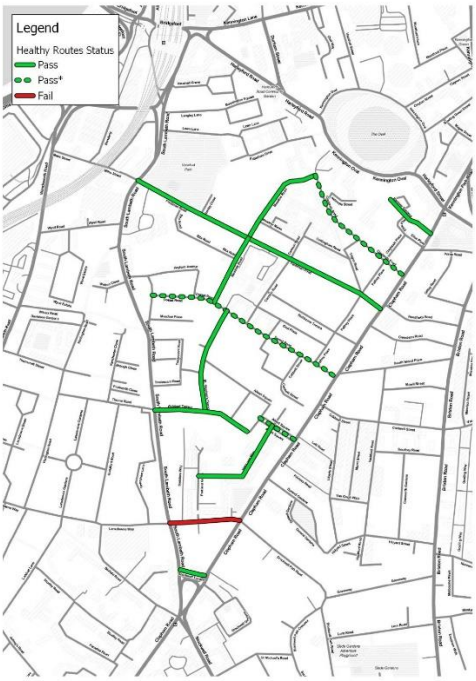
ALL GROUPS
Positive:

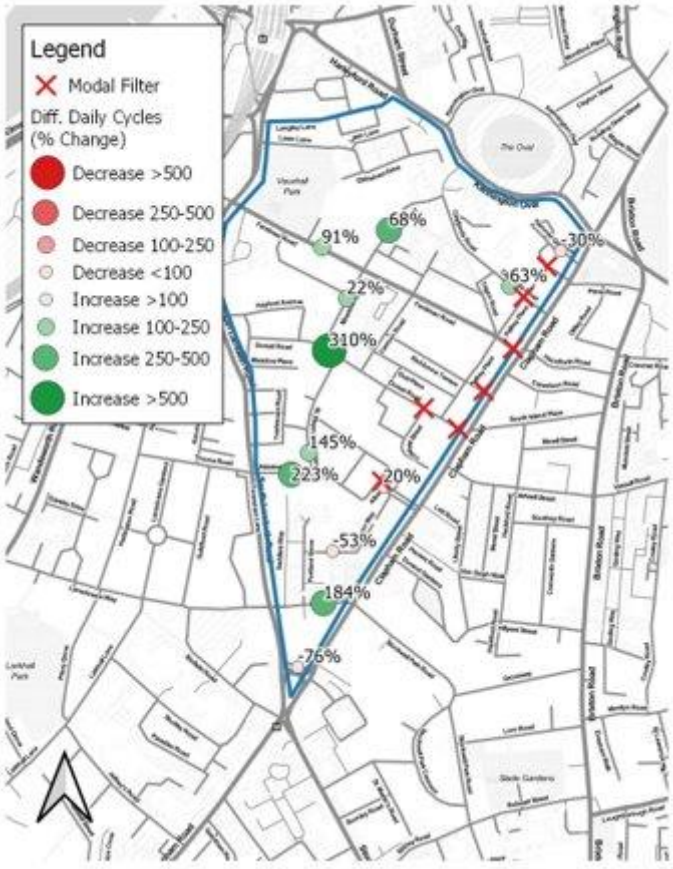
1) Improving equity in access to transport:

Around 65% of households within the LTN area do not have access to a private motor vehicle. Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds is essential to improving equity in access to transport.

- Cycle flows have had an overall increase of 87%.
- Dorset Road, along Quietway 5, has seen the largest increase – +310%, or 528 average additional cycles per day. Similar increases have been seen on Lansdowne Way (+184%, +369 per day) and Aldebert Terrace (+223%, +370 per day).
- All sites where cycle levels have decreased represent small nominal changes of <50 daily cycles.
- Traffic has reduced on 5 streets enough to be added to our 'Healthy Routes Network' which means they are safer and ideal for walking and cycling







2) Traffic level change within the area:

Prior to implementation it was predicted streets within the low traffic neighbourhood area, notably Fentiman Road, Dorset Road and Albert Square would see a significant reduction in traffic, especially when compared to pre-covid traffic counts.

On Fentiman Road approximately 65% of the 4,200 vehicles using the road each day were through traffic. Dorset Road and Aldebert Terrace each had over 1,000 vehicles a day using them.

2.1) Traffic level changes on surrounding area:

Prior to implementation, the following streets were identified for consideration as part of impacts on surrounding area;

- South Lambeth Road (TfL managed boundary road)
- Clapham Road (TfL managed boundary road)
- Harleyford Road/Street (TfL managed boundary road)

2.2) Mid to long term Traffic level change both within and on surrounding areas:

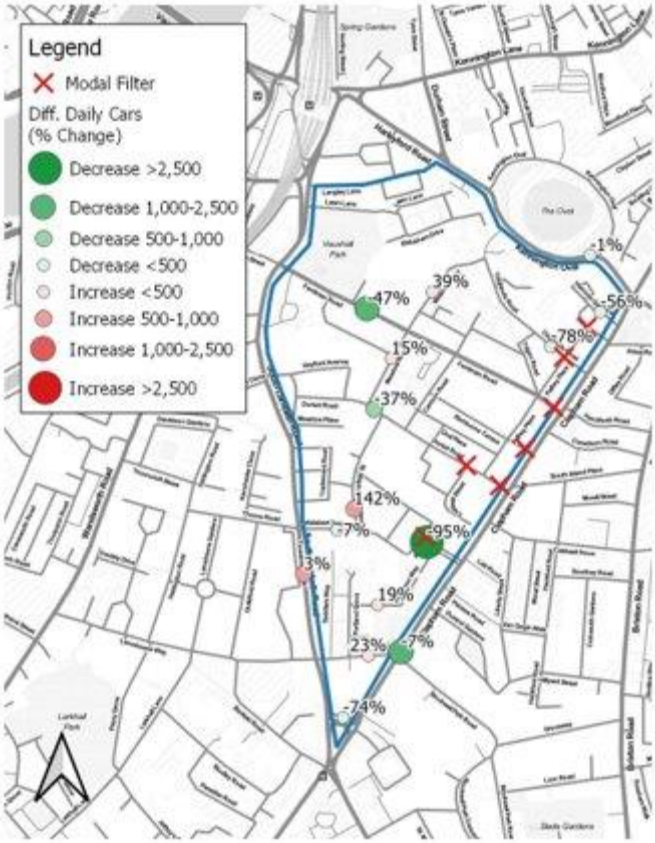
Projects comparable to this typically result in a conservative estimate of 10% traffic reduction across the broader area when compared with the baseline data. This reduction in traffic is associated with traffic evaporation as people use other modes of travel or change their journey patterns. TfL's Cityplanner data shows that the Oval area has high walking and cycling potential.

Walking and Cycling remains a priority policy area for central government, we expect the wider mode shift to active travel to further reduce the number of vehicles on the roads within and around the Low Traffic Neighbourhood:

- The recently published 'Gear Change' announced a total of £338 million investment in active travel, an increase of around a third from the Spending Review in November 2020
- Expansion of the ULEZ in October 2021.

	All Motor Vehicles			
	Pre	Post – April 2021	Change	% Change April 2021
Within LTN	18,978	14,176	-4,801	-25%
Boundary Roads	54,910	53,842	-1,068	-2%
All Counts	**73,888**	**68,019**	**-5,869**	**-8%**

- Flow patterns are similar to those recorded in December 2020, with vehicular flows dropping on roads with filters (-95% or -2,679 vehicles in Albert Square, for example) but showing small increases elsewhere, for example on Landsowne Way.
- Along Quietway 1, vehicle flows have decreased on some segments (Dorset Road, Aldebert Terrace) and increased on others (St. Stephen's Terrace (+730 daily vehicles), Meadow Road South (+121 daily vehicles) and Meadow Road North (+210 daily vehicles)). Note that these increases are small enough so as not to impact appropriate TfL designation as safe cycle routes.
- Changes on boundary roads appear to be minimal, with the largest being a reduction of ~1,300 vehicles on Clapham Road. Vehicle flows changed minimally on Harleyford Road and increased 3% (+548 daily) on South Lambeth Road.
- The temporary banned right turn has significantly reduced flows on Stockwell Terrace (-74%, -481 daily vehicles).



3) Traffic Turning Movements:

Prior to the LTN the section of Clapham Road alongside the Oval Triangle had a road danger risk twice to four times as high as the average for TfL managed roads. It is one of London's busiest cycle routes and clusters of collisions are evident at nearly all junctions with side roads, in particular at:

- Albert Square junction with Clapham Road
- Dorset Road with Clapham Road
- Fentiman Road with Clapham Road

The trial scheme reduces the number of vehicles which will turn on and off the Clapham Road. Fewer turning movements reduce the likelihood of collisions as a result of turning vehicles. During the course of the LTN risks were identified at:

- Clapham Road/Stockwell Terrace

Monitoring stage 1 and 2; Update August 2021:

To investigate the impact of road danger as a result of the LTNs. We compared collision data from August 2020 to March 2021 with data covering the same date period in 2019 to 2021.

Since the start of the ETO we investigated the impact of LTNs on collision data but found the sample size was too small to draw any significance. There are many factors that could effect this, such as reduced use of the carriageway by vulnerable road users, collision reduction and other road safety measures taking place in the borough, and a change in the way people use the carriageway.

4) Air Quality

Transport derived emissions are the primary source of poor air quality in this area.

- Air quality in London is improving five times quicker than elsewhere in the UK. London specific policies like the Ultra Low Emission Zone have delivered really big improvements in air quality.
- The Ultra Low Emission Zone is currently operating in central London. It will expand to include all roads within the north and south circular roads in October 2021, with big improvements to air quality anticipated across a much wider area.
- The LTN has had some localised impact on air quality, and we expect to see more substantial changes over time.
- The changes in annual average NO_2 concentrations between the post-scheme and pre-scheme scenarios range between a 0.6 µg/m³ reduction and a 1.3 µg/m³ increase.
- The air quality monitoring has analysed what the impact has been at all sensitive locations schools, care homes etc. All of the locations are within the legal limits.

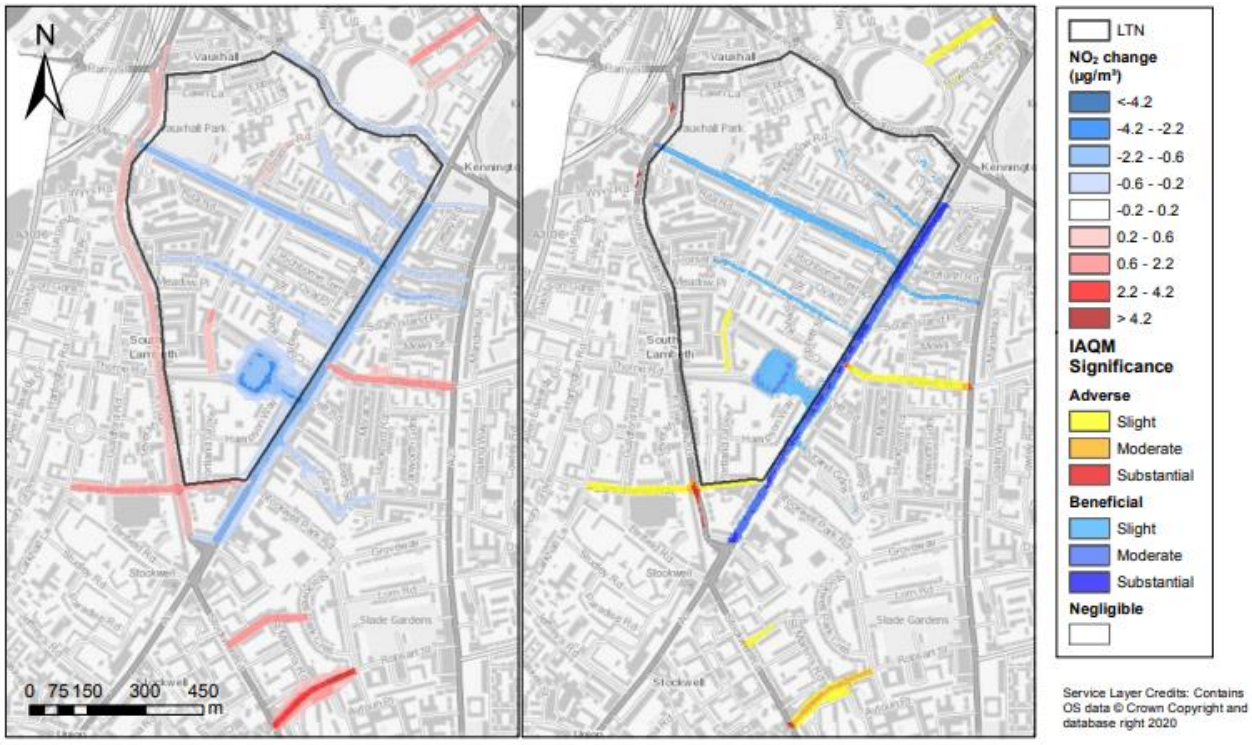


Figure 6.12: Difference plot (post-scheme minus pre-scheme) of annual average NO_2 concentrations coloured by EPUK IAQM concentration change bands (left) and EPUK IAQM impact descriptor plot coloured by EPUK IAQM significance criteria (right), Oval LTN

Negative:

1) **Speed of implementation, lack of engagement causing community distrust**
2) **Displaced traffic increases noise and air pollution**
3) **Displaced traffic reduces safety cycling and walking**
4) **Fear of LTN increasing anti-social behaviour**
5) **Signage and GPS systems aren't clear**
6) **Vandalism of LTN reduces safety and creates confusion in the street space**

AGE
Positive

Children are particularly impacted by poor air quality at the roadside and are also vulnerable to road danger, both of which the proposal aims to address. The proposals offer the potential for more physical activity, including play, in areas where amenities may be limited, offering the potential to address issues of obesity and well-being.

All areas will remain accessible at all times and the impact is expected to be limited and outweighed by improvements to safety and air quality. The proposal improves the ability to move through the area walking, using a mobility aid, adapted cycle or wheelchair.

Negative:
Conversely, older people may be more reliant on travel by motor vehicle and in some cases journey times may increase as a result of the proposal.

DISABILITY
Positive:
Much of current public realm / road network has the effect of excluding disabled people and the proposal seeks to address this by creating a more inclusive street environment. Reducing road danger also has the potential to enable more people to participate in active travel. Low Traffic Neighbourhoods may therefore have positive impacts for some disabled people, particularly those who are able to benefit from measures that make active travel more accessible or whose journeys were affected by the higher levels of traffic in their local area before LTNs were introduced.

Negative:
People who rely on private cars or taxis, or have carers who rely on cars, may experience increased journey times for some trips and different routes might be needed.

Feedback gathered since the trial scheme was launched indicates some individuals have had to change their routes to access essential services and support. This includes parents and carers of disabled children accessing schools and disabled people and carers accessing shops, pharmacies and GP services for essential goods, prescriptions and appointments. We have received feedback from disabled people who rely on motorised transport, and from SEND providers about the impact that the LTN has had on their journeys.

The council's analysis of journey times suggests that short trips starting on the edge or within LTNs are most affected by the introduction of LTNs in terms of proportionate increase in journey time. For people with disabilities and other groups undertaking longer trips any increase in journey times is likely to be minimal.

Transport for All's 'Pave the way report' identified some people will find a change to their journey route distressing or difficult, reducing peoples' travel and independence. Lambeth are working with Transport for All to further understand the impacts of LTNs on different types of disabled people through focus groups and user testing.

HEALTH
Positive:

Reduction in traffic and improved air quality can change how the street is used making more space for active ways of travelling such as walking, wheeling and cycling. This consequentially can increase the opportunity for exercise and consequentially fitness.

In feedback received since the trial LTNs have gone in some residents have reported a quieter street environment, improving wellbeing, and creating a calmer atmosphere.

Negative:
In the short-term there are two negative impacts identified for health. The speed of introduction lead to a slight lag in GPS system updates and general understanding within the community of the new road layout. Some residents reported this led to confusion, stress and heightened tensions between different users navigating the street.

Secondly, the displacement of traffic on to some roads, has lea residents to report higher stress levels and feeling there is more congestion and pollution outside their homes. The traffic data evidences this is only the case on sections of minority of roads, that we expect to see traffic reduction on in the medium to long-term.

GENDER REASSIGNMENT
No specific impacts identified

PREGNANCY AND MATERNITY
Positive:
Improved air quality can reduce the exposure of unborn babies to pollution. Exposure to air pollution can impact the growth and development of babies during pregnancy.

Negative:
We have received a small number of correspondences identifying that community midwives may have to take longer journeys to reach their appointments.

RACE AND ETHNICITY
Positive:
Car ownership is highest among white Londoners (43%) in comparison to only 30% of Black Londoners. The proposal is expected to have positive impacts for some Black, Asian and Multi Ethnic groups. These groups are over-represented in indices of deprivation and are more likely to be exposed to transport related harmful impacts, such as traffic collisions and poor air quality. The proposal should help address these imbalances. The proposal is expected to increase active travel participation among under-represented Black, Asian And Multi Ethnic groups by improving the physical environment encouraging improved road safety and improved air quality.

Negative:
As identified by the integrated impact assessment for the Ultra Low Emission Zone, the retail and wholesale business sector makes high use of vans in central London. There is a high proportion of Black, Asian And Multi Ethnic ownership in this sector and there may be a negative impact on Black, Asian And Multi Ethnic businesses whose delivery routes could be affected by these changes.

SEX

Positive:
There may be positive benefits for women. Women are less likely to own a car than men, with 34% of women having access to a car vs 46% of men. Data collected by Sustrans shows that women are less likely to cycle in the UK than men, in 2014-16, males aged 5 or over made three times as many cycle trips as females. Reasons for this include concerns about road safety. By reducing the amount of traffic on roads within the LTN, these proposals may encourage more women to cycle.

Negative:
There may be negative impacts for women. Feedback during the experimental phase has suggested that some women feel less safe travelling through LTN areas at night because of the reduced traffic.

SEXUAL ORIENTATION
No specific impacts identified

SOCIO-ECONOMIC STATUS
Positive:
Providing safe and affordable travel options to people from all socio-economic backgrounds is essential to improving equity in access to transport. Enabling safe travel is critical to allowing lower income people back to work. Lower income groups are less likely to be working from home, less likely to have access to a private vehicle, so more likely to have a particular need to walk/cycle in a safe environment.

Lower income households are significantly less likely to have access to a vehicle. Access to a vehicle increases significantly as household income bands increase. 62% of local residents rely primarily on public transport ﴾pre-Covid﴿ for access to work, education or training. The LTN will improve safe and affordable travel options.

Evidence from Living Streets 'Pedestrian Pound' has shown that measures to reduce traffic can increase footfall for businesses by creating a more attractive street environment as well as more physical space in which to operate and attracting more customers. This in turn can improve retail sales.

Negative:
There are also risks that businesses may face disruption or longer delivery routes for deliveries made by car or van. It is expected in the medium to long-term the change in road layout will become more clear and disruption will be minimal.

How do you plan to promote and deliver any positive impacts of the proposal?

There are a range of support services that will be introduced in areas to increase uptake of walking and cycling, such as the try before you bike programme. The engagement activity that the borough undertakes will market these services and focus on reaching groups that are under-represented in active travel. Alongside through:

Street Design Competition
Monthly Q&As
Leaflets
Love Lambeth Press Releases

Commonplace updates	
How do you plan to address and mitigate any negative impacts of the proposal?	
Risk	**Mitigation**
Journey times are increased for those reliant on motor vehicles (including taxi services), making some trips unachievable.	Exemptions may be required for some vehicles or vehicle users. Exemptions will be granted based on equalities impacts.
Journey times are increased for those delivering a service to the area ie health and care workers, taxis	Exemptions may be required Ensure navigation systems are in place
Changing travel patterns feels too difficult, reducing peoples' travel and independence	Communication – regular and accessible information on the LTN closures and the decision-making process. Active travel planning – support and guidance to help people try different modes of travel. Public realm improvements – street audits, consultation and engagement feedback to identify particular barriers to travel for key groups. This could include disabled parking bays, improvements to pavements and kerbs, resting places to break up journeys. Gradual enforcement – schemes were in place during the trial phase for a considerable period before enforcement began to enable people to adjust to changes. Warning letters sent for two weeks after enforcement began to notify those still passing through the closures.
Local businesses are impacted by lower vehicle numbers passing their premises, affecting trade.	Public realm measures to improve the areas around local shops and businesses to attract more customers (footfall). Regular communication and engagement with businesses to understand and monitor any impacts and to keep them informed of changes. BIDS
Lower vehicle numbers reduce feelings of safety on certain roads and routes	Prioritisation of public realm measures to improve feelings of safety e.g. lighting
Displaced traffic increases noise and air pollution	**Short-term:** • Monitoring flows and congestion • Managing roadworks • Reporting issues to TfL • TfL- upgrades to walking cycling improvements on the A23Oval to Streatham **Medium-term:** • Signal timing reviews • Monitor impacts of expanded ULEZ

	• Supporting measures like greenscreens for schools and community buildings along busier roads **Long-term:** • Further improvements to bus fleet • Electrification / zero emissions vehicles • Part of a wide mode shift to walking and cycling • Commitment to carbon-neutral by 2030
Displaced traffic reduces safety cycling and walking	Infrastructure improvements e.g., bus and cycle lanes, new / improved crossings Positive relationship with TfL
LTN increases anti-social behaviour through frustration and aggressive driving	Communication – regular and accessible information on the LTN closures and the decision-making process. Gradual enforcement – schemes were in place during the trial phase for a considerable period before enforcement began to enable people to adjust to changes. Warning letters sent for two weeks after enforcement began to notify those still passing through the closures. Navigation system updates with wayfinding providers
Vandalism of LTN reduces safety and creates confusion in the street space	Vandalism working group Combined response
Lack of engagement prior to and during implementation causing community division	Production of a film Introduction of a newsletter Introduction of question and answer sessions FAQs on auto-response Commonplace updates
Signage and GPS systems aren't clear	Navigation system updates with wayfinding providers

How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?
Monitoring, analysis and scheme improvements will take place at 3 stages as described above. This EQIA has been updated with information gathered through the monitoring and engagement process and this will be used to inform any decisions on changes to the scheme. The Lambeth Council Traffic Manager will be responsible for the review of benefits, impacts and improvements required over the lifecycle of the project.

Section to be completed by Sponsor/Director/Head of Service	
Outcome of equality impact assessment	The EQIA identifies a number of positive and negative equalities risks across several characteristics. This has been informed by engagement with residents and the council's monitoring of the Railton LTN. The EQIA also lists the mitigations that have been developed to address these risks. The implementation of these mitigations will be monitored through the council's programme steering group.