

Equalities Analysis in Lambeth		
Proposal Title	<b>C-19 Response: Streatham Hill Low Traffic Neighbourhood</b>	
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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	12/11/2021	Updated EqIA to accompany consultation
What is changing?		
<p>Physical changes were introduced to streets across the Streatham Hill neighbourhood to reduce motor traffic volumes to create space for people to safely walk and cycle. Bus, walking and cycling only points were introduced to these streets specified below. Vehicles are able to drive to these points from one end of the road or the other but are not able to drive through. Low-cost adaptable features were used to introduce this change, allowing the Council to amend and improve these changes through working with the local community to understand improvement opportunities.</p> <p><b><u>Filter locations:</u></b></p> <p><b><u>Phase 1:</u></b></p> <ul style="list-style-type: none"> <li>• Palace Road</li> <li>• Amesbury Avenue - Junction with Emsworth Street</li> <li>• Amesbury Ave - Junction with Faygate Road</li> <li>• Downton Ave</li> <li>• Hillside Road</li> </ul> <p><b><u>Phase 2:</u></b></p>		

- Mount Nod Road
- Rosedene Avenue

Separate to this trial the council will also be introducing a new controlled parking zone on some streets within the neighbourhood. This is a separate project but may also have impacts on how the streets within the neighbourhood are used.

**Update November 2021; Consultation on a permanent scheme:**

The changes outlined above were implemented in August 2020 and added to in May 2021. 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 the council are now considering moving the scheme to a permanent traffic order. We are consulting the public on this decision, for five weeks from November 15<sup>th</sup> 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](#).

Ward level data for Streatham Hill is the best source of readily available data that helps us understand local demographic trends because the neighbourhood boundaries approximately match those of Streatham Hill ward. The differences being that the neighbourhood boundaries don't include the section of Streatham Hill ward west of the A23, and does include a small area in the north of the Streatham Wells ward. To account for this ward level analysis has been

supplemented by also analysing census data at the geographically smaller 'lower super output areas' (LSOAs) that the Office for National Statistics use. The LSOAs do not exactly match the low traffic neighbourhood but combining data from 7 of the areas provides the most accurate picture and allows us to see differences within the neighbourhood.

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

**Sex:**

Ward	Femdale	Male
Streatham Hill	7,827	7,763
Streatham Wells	8,078	8,149

**Gender reassignment:**

No data available

**Sexual orientation:**

No data available

**Marriage and civil partnership:**

No data available

**Pregnancy and maternity:**

No data available

**Age:**

The age profile also matches that of the borough:

- 19.6% - children under 18,
- 72.6% - aged 18-64
- 8.8% - over 65

The following care homes and educational establishments have been classed as sensitive receptor locations, and are being monitored for air quality:

- Limetree Care Centre
- Magnolia Court Care Home
- Mountearl House Care Home
- Leigham Lodge Care Home
- Hitherfield Primary School
- Dunraven Secondary
- Dunraven Primary
- Fenstanton Primary
- City Heights E-ACT Academy
- Orchard Primary
- Christ Church Streatham Primary C.E.
- Livity School
- Streatham Wells Primary

- Beechwood School

#### **Socio-economic status:**

- 41% of properties are owner-occupied with 32% privately rented and 25% social rented.
- 15% of households are working age people sharing accommodation (i.e. not living as a family).
- 34% of households are single people and 46% are families. The split between people who are economically active, 78%, and inactive (retired, studying, caring responsibilities etc), 22%, matches the borough profile.
- In LSOA 026C, which covers the south side of Leigham Court Estate, the proportion of residents whose activity is limited a lot is 8% and in 024A, which covers Palace Road Estate, it is over 12%. In Streatham Hill ward 7% of the population also undertakes unpaid care, again in line with the borough average.
- Median household income is in line with the borough average, although the Palace Road estate is a less well-off area within the neighbourhood.
- Benefit claimant rates and dependent children in out-of-work households are average for Lambeth. The crime rate is average for Lambeth (2015).

#### **Ethnicity:**

- In terms of ethnicity white people make up 62% of the population in Streatham Hill and 38% are Black, Asian and minority ethnicities (BAME).
- Black people make up 22%, with 9% black African and 9% black Caribbean. The Asian population is 6%. 2.9% of Streatham Hill residents speak Polish as their first language.
- This is broadly in line with the ethnic make-up of Lambeth as a whole which is 57% white, 26% black and 7% Asian, although the BAME population slightly higher than average. The image below shows the distribution of the BAME population across the neighbourhood.

#### **Religion:**

58.9% of Streatham Hill identifies as Christian, 31% report no religion, and 6.1% as Muslim. The remaining 4% are a mixture of Hindu, Sikh, Jewish, Buddhist and more.

Places of worship within the LTN include:

- Alpha Church
- Victory Believers Church International
- Christ Church Streatham
- South London Synagogue

#### **Disability and health:**

- Age and health are closely correlated. 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. 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.
- In Streatham Hill 6.3% of residents have a disability that limit their day-to-day activities a lot and 6.6% one that limits them a little. However, there are areas within the neighbourhood where the number of disabled residents is particularly high.

There are several key health services within or on the boundary of the Streatham Hill LTN:

- Edith Cavell Surgery – SW2 4TP
- Deerbrook Surgery – SE27 9AW
- Tulse Hill Practice – SW2 3DX
- Palace Road Surgery – SW2 3DY
- Osbon Pharmacy – SE27 9AQ
- Deejay Chemist – SE27 9AZ
- Day Lewis Pharmacy – SW2 3DY
- Jackson Pharmacy – SW2 4RD
- Streatham Pharmacy – SW2 4UD

Sources:

[Lambeth 2016 state of the borough](#)

[London datastore – ward profile](#)

[Nomis local area report](#)

### 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 Streatham Hill LTN and the impacts on all groups.

### **Positive Impacts (All groups)**

#### **1. Improving equity in access to transport:**

The majority of households in the neighbourhood do not own a car and, before the pandemic, the vast majority of residents (64 per cent) used public transport to travel to work, whereas only 14 per cent travelled by car.

Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds is essential to improving equity in access to transport.

##### **1.1) Monitoring Stage 1&2; update November 2021:**

In Lambeth, monitoring the amount of people walking, scooting, wheeling or cycling is an important part of understanding how effective LTN's are in encouraging people to switch to cleaner modes of transport. In general, cycling levels were up in most places throughout the LTN, although it is acknowledged that high % increases generally corresponded to low nominal increases in flows:

- Cycle volumes on internal streets have increased by +54% and by +57% on external streets.
- Palace Road (+149% or 160 daily cycles), Mount Nod Road (+230% or 160 daily cycles) and Hillside Road (+137% or 120 daily cycles) were the only locations of note within the LTN with regards to cycling levels.
- Cycling levels on Leigham Court Road remained higher despite the increase in vehicles at this location (+141% or 250 daily cycles)

##### **1.2) Healthy Routes:**

- Inside the Streatham Hill LTN, evidence from June 2021 suggests the Healthy Route now meets standards due to a reduction of traffic on Hillside Road
- Most monitored streets within the LTN are expected to be safe for cycling under Healthy Routes criteria, although rerouting of vehicles via Palace Road has not aided safe cycling on this link (although safe alternatives are available).
- On Hillside Road (south) and on Mount Nod Road, HGVs represent more than 5% of traffic; however, total traffic volumes are so small in both locations (<30 average peak hour) that the total number of HGVs (<2 hourly) is negligible regarding potential impact on cyclist and pedestrian safety.



## 2. Traffic Level Changes within the area and in the surrounding area

Prior to implementation, it was predicted streets within the Streatham low traffic neighbourhood area, would see a significant reduction in traffic, especially when compared to pre-covid traffic counts.

Traffic data from 2019 (Flow, telemetric analysis) indicated that a high proportion of motor-traffic travelled through the area. This was because people were driving through the neighbourhood

between the south circular and A23, Streatham High Road. Over 6,000 vehicles a day were recorded using Hillside Road and at peak times 85% of traffic was through traffic, rather than generated by the local area.

Traffic volumes were anticipated to fall on other roads within the neighbourhood, particularly on the 'ABC' roads and Hillside Road. Palace Road and other streets in the north east of the neighbourhood were also expected to see a reduction in traffic volumes, due to prohibiting motor-vehicle journeys between the A23 and A205. It was accepted that motor-vehicle journeys between the south circular and Norwood Road (avoiding Tulse Hill gyratory) would still be possible. These movements have been monitored.

On roads south of the railway line, traffic surveys indicated that some streets were carrying through traffic, but to a less severe degree than elsewhere in the neighbourhood; with volumes under 1,500 vehicles per day. The trial measures do not prevent traffic moving between Leigham Vale and Leigham Court Road and the traffic volumes on these streets has been closely monitored to see what impact they have had.

The following streets surround the neighbourhood and were identified to be considered as part of the impact area;

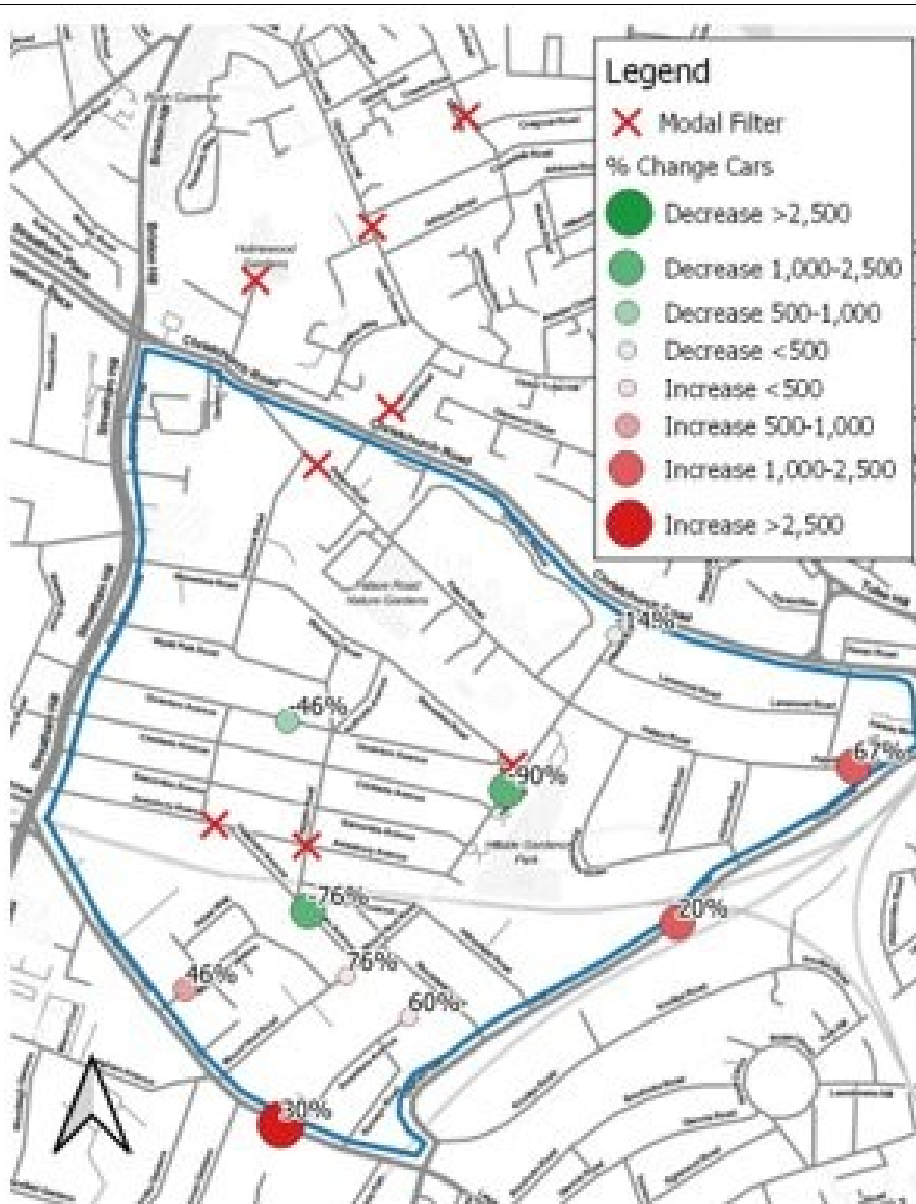
- A23 – Streatham High Road (TfL managed boundary road)
- A205 – South Circular Road (TfL managed boundary road)
- Leigham Court Road (Lambeth managed boundary road)
- Leigham Vale (Lambeth managed boundary road)

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 Cityplanner data shows that the area surrounding Brixton has some of the highest walking and cycling potential in London for short car based trips to be swapped to walking and cycling.

### 2.1) **Monitoring Stage 1&2; update November 2021:**

Collecting traffic data is a crucial element of our monitoring process that reveals key insights into how the LTN is working towards its objectives. Data has been collected inside LTN areas as well as on the immediate boundary roads that surround them at three separate stages of assessment.

- Stage 1 data and analysis was published in February 2021
- Stage 2 data and analysis is published below



The total volume of motor vehicles counted on streets within the LTN has decreased by **-54%**, but increased by **+13%** on boundary roads.

- Traffic on streets within the LTN and on boundary roads combined decreased by **-5%**, around 6,000 vehicles a day.
- Across all streets, the **volume of HGVs** has **decreased** by **-22%** whilst the **volume of LGVs** has **decreased** by **-14%**.
- The **volume of motorcycles** on **internal streets** has increased by **+80%** and increased by **+89%** on **external streets**, with a **+85% change overall**.
- Through traffic has reduced significantly on streets within the Low Traffic Neighbourhood.

### 3. Air Quality



Transport derived emissions are the primary source of people being exposed to poor air quality in this area.

### 3.1) **Monitoring Stage 1&2; update November 2021:**

Lambeth Council partnered with air quality specialists Cambridge Environmental Research Consultants to carry out air quality modelling across the LTN. Additional analysis was also completed at 28 'sensitive receptor' locations within or on the boundary roads of the LTNs. These are locations with lots of people that are particularly sensitive to the negative impacts of bad air quality (children, older people, people who are unwell) and includes schools, hospitals or doctors' surgeries. The following high-level findings were noted.

- There has been some increase in emissions on boundary roads where traffic flows have increased
- There were no significant impacts on NO<sub>2</sub>, PM<sub>2.5</sub> or PM<sub>10</sub> at any sensitive receptor site - including those on the boundary of the LTNs.
- A slight negative impact was recorded at Magnolia Court and Leigham Lodge on Leigham Court Road.
- There has been a negligible impact at all sensitive receptor sites on the South Circular (A205)
- No locations where air quality breached legal limits for the first time following the introduction the Streatham Hill and Tulse Hill LTNs.
- 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 expansion of the Ultra Low Emission Zone October 2021, is expected to bring big improvements to air quality anticipated across a much wider area.

#### **Impacts by Group**

##### **1) Age**

###### **a. 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.

Older people are less likely to drive. The proposal improves the ability to move through the area walking, using a mobility aid, adapted cycle or wheelchair.

###### **b. Negative:**

Some 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.

The Council has received feedback there is concern for young people walking to school in the southern cell of the LTN, along Leigham Court Road and on the South Circular.

##### **2) Disability:**

**a. Positive:**

Much of current public realm, transport systems and road network are not accessible for disabled people, limiting where they can travel and by what means<sup>1</sup>. 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.

**b. 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.

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. The Council 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. Some have reported feelings of isolation due to friends and family not visiting as much due to access problems or increased congestion. Linked to this are the access and congestion problems that carers have faced when carrying out their caring duties.

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 impairment groups through focus groups and user testing.

**3) Health:**

**a. 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.

**b. Negative:**

In the short-term there are two negative impacts identified for health. The speed of introduction led 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 led 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.

**4) Pregnancy and Maternity:**

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<sup>1</sup> Pave the Way, *Transport for All*, (2020)

**a. 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.

**b. Negative:**

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

**5) Race and Ethnicity:**

**a. 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. Black, Asian and Multi- Ethnic groups are over-represented in indices of deprivation and more likely to be exposed to transport related harmful impacts, such as traffic collisions and poor air quality and health inequalities related to inactive lifestyles. By reducing traffic within the LTN areas, Black, Asian and Multi- Ethnic groups residents and those travelling through the LTNs are expected to benefit from improved road safety and improved air quality.

**b. 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.

**6) Sex:**

**a. 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.

**b. 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.

**7) Socio-Economic Status:**

**a. Positive:**

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.

**b. Negative:**

There are 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.

**8) Sexual Orientation:**

No specific impacts identified

**9) Gender Reassignment:**

No specific impacts identified

**10) Marriage and Civil Partnerships:**

No specific impacts identified

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

- Street Design Competition- enabling local people to co-produce public realm improvements from concept to construction
- Monthly Q&As- held online to allow residents to ask questions they have about the streets. Sessions are recorded and captioned to help all access.
- Leaflets- giving headline updates about changes and monitoring data to reach those who do not have digital access.
- Love Lambeth Press Releases
- Commonplace updates

**How do you plan to address and mitigate any negative impacts of the proposal?**

Negative Impact:	Mitigations:
Journey times are increased for those reliant on motor vehicles (including taxi services), making some trips unachievable.	<ul style="list-style-type: none"><li>• Exemption policy</li></ul>
Journey times are increased for those delivering a service to the area i.e. health and care workers, taxis	<ul style="list-style-type: none"><li>• Exemption policy</li><li>• Navigation System updates</li></ul>
Changing travel patterns feels too difficult, reducing peoples' travel and independence	<ul style="list-style-type: none"><li>• Communication</li><li>• Active travel planning</li><li>• Public realm improvements</li><li>• Gradual enforcement</li></ul>
Local businesses are impacted by lower vehicle numbers passing their premises, affecting trade.	<ul style="list-style-type: none"><li>• Communications</li><li>• Public Realm Improvements</li></ul>
Lower vehicle numbers reduce feelings of safety on certain roads and routes	<ul style="list-style-type: none"><li>• Public realm improvements</li></ul>
Displaced traffic increases noise and air pollution	<ul style="list-style-type: none"><li>• Improvements to boundary roads</li></ul>
Displaced traffic reduces safety cycling and walking	<ul style="list-style-type: none"><li>• Improvements to boundary roads</li></ul>

LTN increases anti-social behaviour through frustration and aggressive driving	<ul style="list-style-type: none"> <li>• Communication</li> <li>• Gradual enforcement –</li> <li>• Navigation System updates</li> </ul>
Vandalism of LTN reduces safety and creates confusion in the street space	<ul style="list-style-type: none"> <li>• Vandalism urgent response work by the council and MPS</li> </ul>
Lack of engagement prior to and during implementation causing community division	<ul style="list-style-type: none"> <li>• Enhanced communication</li> </ul>
Signage and GPS systems aren't clear	<ul style="list-style-type: none"> <li>• Navigation System updates</li> </ul>
Mitigation Details:	
Exemption Policy	<ul style="list-style-type: none"> <li>• Exemption from relevant traffic filters for Blue badge holders, accessible transport and specified healthcare providers on application to the council</li> <li>• Exemption from relevant traffic filters on application for Taxis and fully accessible private hire vehicles</li> </ul>
Navigation Systems	<ul style="list-style-type: none"> <li>• Navigation Systems updated with the latest information via the One Network system.</li> <li>• Improve signage and wayfinding for walking and cycling routes</li> </ul>
Communication	<ul style="list-style-type: none"> <li>• Regular and accessible information on the LTN closures and the decision-making process.</li> <li>• Production of a film</li> <li>• Introduction of a newsletter</li> <li>• Introduction of online question and answer sessions</li> <li>• FAQs on auto-response</li> <li>• Commonplace update</li> <li>• Pre-consultation survey for organisations</li> </ul>
Active Travel Planning	<ul style="list-style-type: none"> <li>• Comprehensive programme of activities across the borough to give people the support, skills, confidence and means to access walking, cycling and public transport as an alternative to private motor vehicle use, including: <ul style="list-style-type: none"> <li>• Cycle Training (bikeability training for all LTN schools)</li> <li>• Bikes, Cargo bikes, Adapted cycles tryouts Active Travel Festivals (1 per LTN)</li> </ul> </li> </ul>

Public realm improvements	<ul style="list-style-type: none"> <li>• Improvements to the pavements, kerbs and roads that make it easier to walk or use mobility aids in the LTNs through street audits and engagement</li> <li>• Measures outside businesses to encourage footfall</li> </ul>
Gradual enforcement –	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
Improvements to boundary roads:	<p><b>Short to Medium Term:</b></p> <ul style="list-style-type: none"> <li>• Extra traffic calming on Leigham Vale</li> <li>• Traffic calming on Leigham Court Road, part of 20mph project</li> <li>• A new cycling and walking crossing, part of Peckham to Streatham Healthy Route</li> <li>• New pollution blocking green screens at locations along the A205, including the Palace Estate</li> <li>• New air quality monitors on south circular</li> <li>• Monitoring the impact of the Ultra-Low Emission Zone</li> <li>• Green screens installed at Dunraven School and Hitherfield Primary School. All local schools will be offered the opportunity to install screens</li> <li>• A23 Improvement Scheme: new cycle lane and safe crossings on Streatham Hill, led by Transport for London.</li> <li>• Streatham Wells LTN: we're consulting with residents as we consider whether to introduce a new LTN.</li> <li>• Leigham Court Road danger reduction scheme</li> <li>• Deliver sustainable travel improvements for local residents such as cycle and walking training</li> <li>• Explore effectiveness of outdoor air purification technologies in semi enclosed spaces like bus stops and implement as appropriate</li> </ul>

	<p><b><i>Lambeth and London-wide changes that will impact transport and air quality in the area:</i></b></p> <ul style="list-style-type: none"> <li>• Ongoing monitoring of traffic volumes in the area.</li> <li>• Further improvements to bus fleet to make them low-emission.</li> <li>• General uptake of electric/ zero emissions vehicles.</li> <li>• More people choosing to walk and cycle each year.</li> <li>• The council's operations will be carbon neutral by 2030, with most of our vehicle fleet electrified or low-emission by 2022.</li> </ul>
Vandalism Working Group	<ul style="list-style-type: none"> <li>• Collaborative effort between Lambeth Council and Met Police</li> </ul>
Appeal Process	<ul style="list-style-type: none"> <li>• Ensures fair and transparent in application of the law</li> </ul>
<p>How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?</p>	
<p>Monitoring, analysis and scheme improvements will take place at 3 stages as described above.</p> <p>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.</p> <p>The Lambeth Council Traffic Manager will be responsible for the review of benefits, impacts and improvements required over the lifecycle of the project.</p>	
<p>Section to be completed by Sponsor/Director/Head of Service</p>	
<p><b>Outcome of equality impact assessment</b></p>	<p>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 Streatham Hill 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.</p>

# Streatham Hill Low traffic neighbourhood



- Access from A23
- Access from Roupell Rd
- Access from A205 via Hillside Rd Leigham Vale via Palace Rd
- Access from Leigham Ct Rd or Leigham Vale

@charmugadesigns

