

Equalities Analysis in Lambeth		
Proposal Title	C-19 Response: Ferndale Low Traffic Neighbourhood	
Document Number	LAM-TS-EIA-FLTN-3	
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Who will sign off the assessment?	Hannah Jameson	
Who will be involved in approving this decision?	Simon Phillips	
Document History		
Version	Date	Comments
1	14.10.20	Version 1 published
2	30.11.20	Amendments in line with ETO proposal
3	10/02/22	Amendments at Stage 2 Monitoring
What is changing?		
<p>Temporary scheme:</p> <p>Physical changes were introduced to streets across the Ferndale neighbourhood to reduce motor traffic volumes in order to create space for people to safely walk and cycle. Walking and cycling only access points have been introduced to these streets specified below. Motor vehicles are able to drive to these points from one end of the road or the other but will not be able to drive through (except at Pulross Road). Low cost, adaptable features have been used to introduce this change, allowing the Council to make amendments through engaging with the local community to understand improvement opportunities.</p> <p>The changes apply to the following locations:</p> <ol style="list-style-type: none"> 1. Dalyell Road junction with Combermere Road – diagonal modal filter between north and south arms of the junction. 2. Pulross Road no entry <ol style="list-style-type: none"> a. Pulross Road – no entry for westbound vehicles from a point immediately east of existing zebra crossing. b. Pulross Road – no entry for eastbound vehicles from a point immediately east of the junction with Mordaunt Street. 3. Ferndale Road modal filter – no motor vehicles permitted in either direction on Ferndale Road from a point east of Edmundsbury Estate 4. Shannon Grove – no entry for southbound vehicles on Shannon Grove, immediately south of the junction with Nursery Road. 5. Concanon Road – modal filter on Concanon Road at the junction with Santley Street 6. Sandmere Road east – modal filter on Sandmere Road, immediately west of the junction with Tintern Street. 		

7. Sandmere Road west

- c. no entry in to Sandmere Road from Bedford Road
- d. no right turn out of Sandmere Road into Bedford Road.

None of the restrictions listed above apply to emergency service vehicles.

Update February 2022; Consultation on a permanent scheme:

The changes outlined above were implemented in July 2020 and additions and adaptations were made in April 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 February 14th 2022. 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 changes.

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

Data Analysis Methodology:

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:

[Lambeth Transport Strategy EqIA](#)

The project is located within the Ferndale and Larkhall wards, and most measures are located at the southern end of the Ferndale ward. Within and around these wards there are specific demographic factors to consider, described below. Whilst these cover much larger geographic areas than the project and the wider affected area they provide the best available data to understand local demographic trends across the local area.

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

Data by protected characteristic:

Ferndale

Sex:

There are roughly equal numbers of male and female residents in Ferndale 50.8%; Male and 49.2% Female. – around 7,500 of each.

Age:

The age profiles are similar: 15.5% of the population are under 20; 62.6% are young working age (20-44); 13.6% are older working age (45-59) and 8.5% are aged 60+.

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

- Lansdowne School
- Stockwell Primary School
- Stockwell Primary School & Children's Centre
- Stockwell Primary Pre-School

Other educational establishments in the ward include:

- Ferndale Day nursery
- Stepping Stones nursery

Socio-Economic Status:

- Ferndale is a mixed ward, with affluent areas around Clapham High Street and less affluent areas such as the Stockwell Park estate.
- Ferndale is the ward in Lambeth with the smallest percentage of open space, and the highest population density.
- The ward's population is average for Lambeth (16,400), and it has the highest percentage of working-age people and the lowest percentage of older people.
- Private renting is common in the ward at 34% of households, and there are average levels of owner occupation (26%) and social renting (37%).
- A quarter of households are working age people sharing accommodation (i.e. not living as a family).
- Employment and registrations of migrant workers are average for the borough. There is also a high proportion of residents with graduate level qualifications.
- Ferndale has an average rate of working age benefit claimants (Nov 2014), a low rate of out of work claimants, and a low rate of claimants aged under 25.
- Dependent children in out-of-work households are average for the borough.
- There is a high proportion of children in reception year and year 6 who are obese.
- The crime rate is high for the borough (2015).

Ethnicity:

- 5% of Ferndale residents speak a Portuguese as their first language.

- White people make up 59.6% of the population in Ferndale. 41.7% of Ferndale residents are White British or Irish, in line with inner London (43%). 17.9% of the population are from other white backgrounds.
- Black people make up around a fourth of the population (25.8%). Ferndale's largest non-white ethnic group is black African (10.8%), followed by black Caribbean (9.9%).
- Ferndale has a small Asian population compared to many places in Lambeth. Only 5.5% of Ferndale's residents are from Asian backgrounds (including Chinese), less than the Lambeth average (8.4%) and much less than the inner London Average (21%).
- Mixed/multiple ethnic groups and Other ethnic groups account respectively for 6.7% and 2.4% of the population.

Religion:

- 51.5% of the population reports as Christian, 32.1% as non religious, 5.3% as Muslim and the remaining 2.8% as Buddhist, Sikh, Jewish and other.
- Places of worship within the LTN include:
 - St Pauls Church Brixton
 - Stockwell Green Mosque
 - Church of the First Born
 - Brixton Seventh - Day Adventist Church
 - Lambeth Islamic Centre
 - St Andrew's Church

Disability and Health:

- In Lambeth about 60% of people with a limiting health condition are aged over 50; 12% of residents aged 50-64 have a limiting health condition, as do 27% of 64-74s, 46% of 75-84s and 64% of over 85s.
- 7% of adults classify themselves as having a long-term limiting illness or infirmity, and 5% say they have a disability.
- 88.3 % of people in Ferndale say their day-to-day activities are not limited by a long-term illness or disability, about 5.9% (882) limited a lot, and 5.8% (872) limited a little.
- In Ferndale 1,238 (18.8 %) of all households have one person in household with a long-term health problem or disability of which 205 with dependent children (3.1%) and 1033 with No dependent children, (15.7%).
- There are several key health services within or on the boundary of the Ferndale LTN:
 - Pavillion Medical Centre
 - Hetherington Group Practice
 - Sandmere NHS Practice
 - Lambeth Hospital
 - Pulross Centre
 - Lorraine Hewitt House
 - Alms Houses

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

- Lambeth Hospital

Gender reassignment:

Data unavailable

Marriage and civil partnership:

Data unavailable

Pregnancy and maternity:

Data unavailable

Larkhall Specifics:**Sex:**

- There are roughly equal numbers of male and female residents in Larkhall; 50.2% Male and 49.8% Female. – around 8,500 of each.

Age:

- The age profiles are similar: Just under 12.3% of the population are under 20; 57.6 % are young working age (20-44); 13.2% are older working age (45-59) and 13% are aged 60+.

Socio-Economic Status:

- Larkhall has the highest ward population in Lambeth (18,000) and has a high population density.
- There is a large working age population, with the highest number of working age people in employment, although the age profile does not differ markedly from the borough as a whole.
- A fifth (22%) of households are working age people sharing accommodation (i.e. not living as a family).
- There is a high number of jobs in the area, a high rate of NI registration of non-uk workers, and a high rate of employment per head of resident working age population.
- Median household income is in line with the borough average. There is a high rate of people with degree level qualifications.
- Larkhall has an average rate of working age benefit claimants (Nov 2014), an average rate of out of work claimants, and a high rate of claimants aged under 25.
- Children in benefit households and lone parents not in employment are in high compared with the borough average.
- Tenure is in line with the borough as a whole (owner occupiers 25% of households, social rented 41%, and private rented 30%). Almost 85% of dwellings are flats.
- Affluent areas include the area around Larkhall Rise & Chelsham Rise, and Landor road. Poorer areas include the Larkhall, Glaskell Street, and Springfield estates.
- Life expectancy and childhood obesity are in line with the borough average.
- 2015 crime rate is average for Lambeth.

Ethnicity:

- High proportion of households without English as main language. 5% of Larkhall residents speak Portuguese as their first language.
- White people make up 56.7% of the population in Larkhall. 39.2% of Larkhall's residents are White British or Irish, in line with inner London (43%). 17.5% of the population are from other white backgrounds.

- Black people make up around a fourth of the population (26.8%). Larkhall's largest non-white ethnic group is black African (13.4%), followed by black Caribbean (8.4%).
- 6.4% of Larkhall's residents are from Asian backgrounds (including Chinese), less than the Lambeth average (8.4%) and much less than the inner London average (21%).
- Mixed/multiple ethnic groups and Other ethnic groups account respectively for 7.6% and 2.5% of the population.

Religion:

- 54.3% of the population reports as Christian, 27.6% as non religious, 7.1% as Muslim and the remaining 2.6% as Buddhist, Sikh, Jewish and other.
- Places of worship within the LTN include:
 - St Pauls Church Brixton
 - Stockwell Green Mosque
 - Church of the First Born
 - Brixton Seventh - Day Adventist Church
 - Lambeth Islamic Centre
 - St Andrew's Church

Disability and Health:

- 88.1 % of people in Larkhall say their day-to-day activities are not limited by a long-term illness or disability, about 5.8% (1007) limited a lot, and 6.1% (1048) limited a little.
- In Larkhall 1,380 (19.3 %) of all households have one person in household with a long-term health problem or disability of which 349 with dependent children (4.9%) and 1031 with No dependent children (14.4%).

source:

<https://www.lambeth.gov.uk/sites/default/files/State%20of%20the%20Borough%202016%20Wards.pdf>

<https://www.ons.gov.uk/census/2011census>

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 Ferndale LTN and the impacts on all groups.

Positive Impacts (All groups)

1. Improving equity in access to transport:

The majority of adult residents in and around the project area do not have access to a private motor vehicle and, before the pandemic, the vast majority of residents used public transport to travel, whereas only a small majority 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 January 2022:

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 on some streets corresponded to low actual numbers:

- **Cycle volumes on internal streets have increased by +58%** and by **+55%** on **external** streets, and overall by **+57% combined** (not including Brixton Road and Stockwell Road where data is only collected for aggregated motor vehicle volumes).

1.2) Healthy Routes:

All monitored streets within the LTN are expected to be safe for cycling under Healthy Routes criteria. These are:

- Fewer than 200 vehicles per hour at the busiest time.
- Under 5% of vehicles using the route can be classified as HGVs.
- Average vehicle speeds must be <20mph.

Ferndale Road is part of Lambeth's Healthy Routes network. The western section of Ferndale Road saw an increase in motor traffic of 28% compared with the baseline conditions. However, the peak hour vehicle flows were still below 200 vph and HGV volumes were 2.3% of total motorised traffic, meaning that it falls within Healthy Routes criteria. Equally the number of cyclists increased by 46% compared with the baseline.

The eastern section of Ferndale Road saw a much big reduction in vehicle flows – 83% compared with the baseline and peak flows not exceeding 70 vehicles per hour. HGVs were 13% of total vehicle flows per day which breaches the Healthy Route criteria of 5%, albeit with very low daily totals of 11 vehicles per day. Cycling increased by 215% on the eastern section of Ferndale Road, from 194 to 610 cyclists per day.

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

Prior to implementation, it was predicted streets within the Ferndale Low Traffic Neighbourhood area, would see a significant reduction in traffic, especially when compared to pre-covid traffic counts

Traffic data (Flow, 2019) indicates that a high proportion (75% - 100%) of traffic travelling through the project area during peak times did not have a connection to the area These journeys are not for access to/from local businesses, schools, the town centre, residential properties or other local destinations. Data show 1270 Passenger Car Unit (PCU) use Sandmere Road and 2810 PCU use Solon Road on a given day prior to the LTN implementation. Whilst these figures will vary seasonally and temporally this indicates a likely reduction of at least 950 vehicles less on Sandmere Road and 2100 less vehicles on Solon Road.

The following streets surround the neighbourhood and should be considered as part of the impact area;

- Acre Lane (Lambeth managed boundary road)
- Bedford Road (Lambeth managed boundary road)

- Landor Road (Lambeth managed boundary road)
- Stockwell Road (TfL managed boundary road)
- Brixton Road (TfL managed boundary road)

2.1) Monitoring Stage 1&2; update January 2022:

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
 - Traffic on streets within the LTN and on boundary roads combined decreased by **-6%**, around 6,000 vehicles a day.
 - On streets where it was possible to definitively count **LGVs, HGVs and motorcycles** (not including Brixton Road and Stockwell Road where data only shows the total number of motor vehicles), volumes have changed by **+12%**, **-42%** and **+73%** respectively.
 - **Cycle volumes** on **internal streets** have **increased** by **+58%** and by **+55%** on **external streets**, and overall by **+57% combined** (not including Brixton Road and Stockwell Road where data is only collected for aggregated motor vehicle volumes).

2. Air Quality

Transport derived emissions are the primary source of people being exposed to 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.

3.1) Monitoring Stage 1&2; update January 2022:

Lambeth Council commissioned independent 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:

- The air quality objectives for NO₂ within the Ferndale LTN were met, with the majority of sites within the LTN showing substantial or slightly beneficial positive impacts.
- There are some exceedances of the annual air quality objective of 40 µg/m³ for NO₂ along LTN boundary roads A203, Brixton Road (A23) and Bedford Road (B221), though there were also some slightly beneficial impacts for PM₁₀ concentrations on Brixton Road.
- There were slight to substantial modelled impacts of NO₂ concentrations on Stockwell Green, Landor Road, the A203 and Bedford Road.
- There were no significant impacts on NO₂, PM_{2.5} or PM₁₀ at any sensitive receptor sites - including those on the boundary of the LTNs.

- A moderate benefit was modelled at Stockwell Primary School for PM2.5 and PM10 concentrations. For all other sensitive sites, PM2.5, PM10 and NO2 concentrations have shown a negligible impact.

Impacts by Group

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 on the South Circular and Brixton Water Lane.

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. 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, an increase in traffic on 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:

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 and expectant mother's expressing worry about longer or more difficult journeys to the hospital.

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 clearer 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?

- Commonplace updates
- 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

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"> • Exemption policy
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"> • Exemption policy • Navigation System updates
Changing travel patterns feels too difficult, reducing peoples' travel and independence	<ul style="list-style-type: none"> • Communication • Active travel planning • Public realm improvements • Gradual enforcement
Local businesses are impacted by lower vehicle numbers passing their premises, affecting trade.	<ul style="list-style-type: none"> • Communications • Public Realm Improvements
Lower vehicle numbers reduce feelings of safety on certain roads and routes	<ul style="list-style-type: none"> • Public realm improvements
Displaced traffic increases noise and air pollution	<ul style="list-style-type: none"> • Improvements to boundary roads
Displaced traffic reduces safety cycling and walking	
LTN increases anti-social behaviour through frustration and aggressive driving	<ul style="list-style-type: none"> • Communication • Gradual enforcement • Navigation System updates
Vandalism of LTN reduces safety and creates confusion in the street space	<ul style="list-style-type: none"> • Vandalism urgent response work by the council and MPS
Lack of engagement prior to and during implementation causing community division	<ul style="list-style-type: none"> • Enhanced communication
Signage and GPS systems aren't clear	<ul style="list-style-type: none"> • Navigation System updates

Mitigation Details:	
Exemption Policy	<ul style="list-style-type: none"> Exemption from relevant traffic filters for Blue badge holders, accessible transport and specified healthcare providers on application to the council
Navigation Systems	<ul style="list-style-type: none"> Navigation Systems updated with the latest information via the One Network system. Improve signage and wayfinding for walking and cycling routes
Communication	<ul style="list-style-type: none"> Regular and accessible information on the LTN closures and the decision-making process. Production of a film Introduction of a newsletter Introduction of online question and answer sessions FAQs on auto-response Commonplace update Pre-consultation survey for organisations
Active Travel Planning	<ul style="list-style-type: none"> 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"> Cycle Training (bikeability training for all LTN schools) Bikes, Cargo bikes, Adapted cycles try-outs Active Travel Festivals (1 per LTN)
Public realm improvements	<ul style="list-style-type: none"> 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 Measures outside businesses to encourage footfall
Gradual enforcement –	<ul style="list-style-type: none"> 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.
Improvements to roads	<p>Short Term:</p> <ol style="list-style-type: none"> Deliver sustainable travel improvements for local residents such as cycle and walking training and more bike hangars

	<p>2. Lots of small improvements, such as ‘dropped kerbs’ and de-cluttering to make the area more accessible for everyone</p> <p>3. Review of disabled parking on Ferndale Road West to improve the ability for vehicles to pass one another more easily</p> <p>4. Improving the zebra crossing on Bedford Road between Ferndale Road and Aristotle Road</p> <p>5. Reviewing streets within the LTN where traffic issues have been reported e.g., Ferndale Road (west section) and Cottage Grove</p> <p>Medium Term:</p> <p>1. Review signal timings at the Bedford Road / Acre Lane junction.</p> <p>2. Brixton Hill LTN: we're consulting with residents as we consider whether to introduce a new LTN which will border the Ferndale LTN at Acre Lane. Improving crossing of Acre Lane between the two LTNs can be considered to better link the areas.</p> <p>3. Enhanced air quality monitoring e.g., on Landor Road and Bedford Road</p> <p>4. Landor Road walking and cycling improvements – funding secured through the Lambeth Hospital development (Section 106) to deliver a scheme to improve walking, cycling and bus use on Landor Road and the surrounding residential streets.</p> <p>Lambeth and London-wide changes and monitoring that will impact transport and air quality in the area:</p> <ul style="list-style-type: none"> • Continuing to monitor the impact of the Ultra-Low Emissions Zone • Further improvements to bus fleet to make them low-emission vehicles. • General uptake of electric/ zero emissions vehicles. • More people choosing to walk and cycle each year. • The council's operations will be carbon neutral by 2030, with most of our vehicle fleet electrified or low-emission by 2022.
Vandalism Working Group	Collaborative effort between Lambeth Council and Met Police

Appeal Process	Ensures fair and transparent in application of the law
How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?	
<p>Monitoring, analysis, and scheme improvements will take place at 3 stages as described above.</p> <p>This EIA will be updated with information gathered through the monitoring and engagement process and 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>	
Section to be completed by Sponsor/Director/Head of Service	
Outcome of equality impact assessment	The analysis above does not identify any significant equalities impacts for the proposed changes and mitigation is proposed where potential disbenefits have been identified. Ongoing monitoring of the scheme will be important to help identify any remaining negative impacts arising from the scheme and to ensure that scheme benefits are realised.