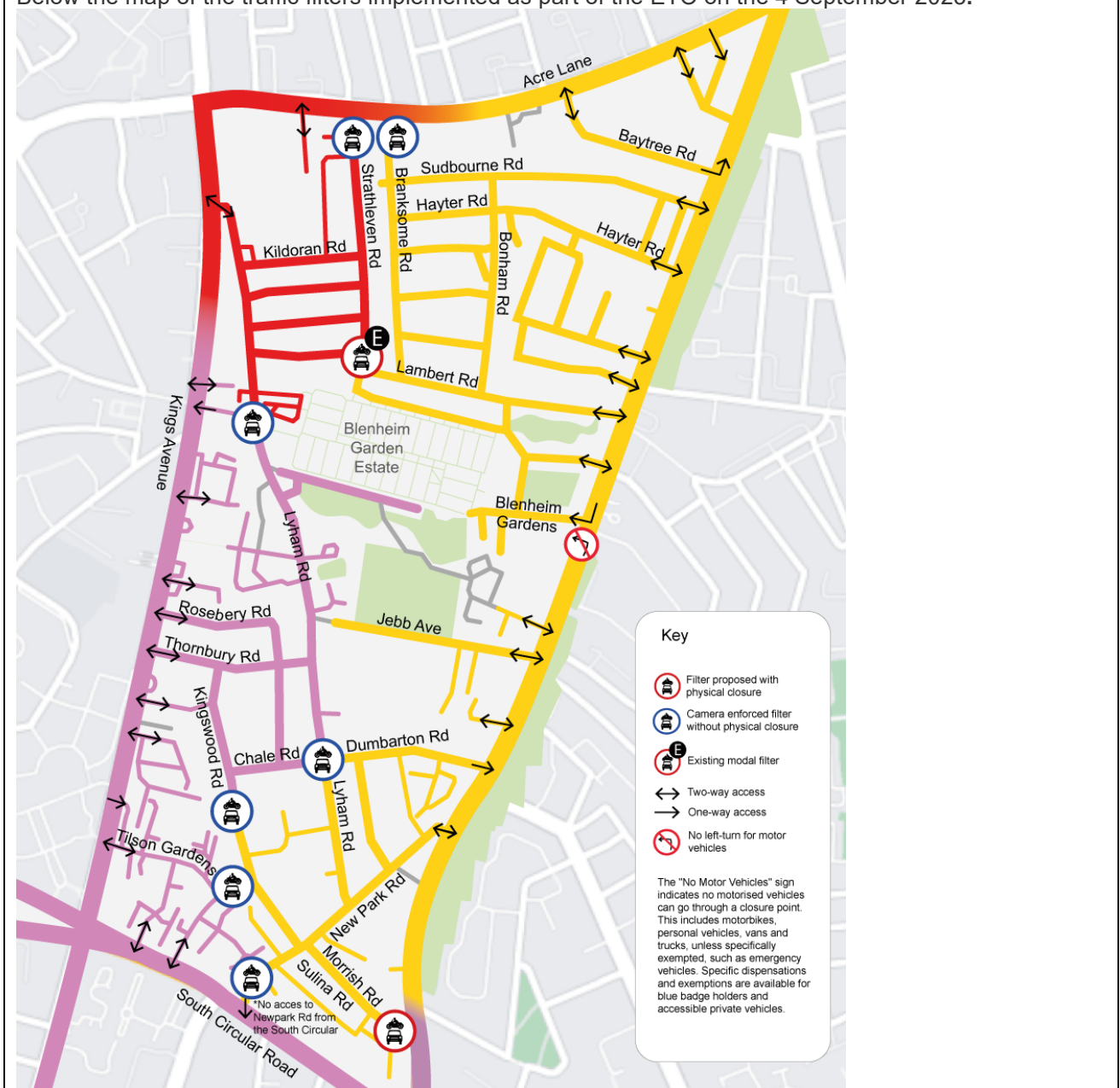


Equalities Analysis in Lambeth		
Proposal Title	Brixton Hill Experimental Traffic Scheme - EQIA	
Document Number	4	
Authors	Fabiola Smorto, Nia Williams	
Who will sign off the assessment?	David Wilson	
Who will be involved in approving this decision?	Josh Learner	
Document History		
Version	Date	Comments
1	31.05.2023	ETO - Draft
2	30.06.2023	ETO - Updated
3	17.07.2023	ETO - Published
4	18.03.2024	Stage 1 Monitoring Report – Initial Adjustments Update
What is changing?		
<p>Lambeth’s Climate Action Plan and Transport Strategy aim to create a transport network that is inclusive and accessible to all, has a positive impact on quality of life and the environment. By 2030 we envision that most trips in the borough will be made on foot, by cycle or using public transport and that Lambeth’s neighbourhoods are connected through low/no traffic routes for walking and cycling. This will give people a real alternative to short car trips, making it easier to choose healthier, low-carbon ways to travel. This will also fulfil the Mayor of London’s ‘Vision Zero’ by reducing road danger and preventing people being killed or seriously injured on our streets.</p> <p>In September 2023, Lambeth Council launched a trial Low Traffic Neighbourhood (LTN) in Brixton Hill. The area covered sits between Brixton Hill Road (west), Acre Lane (North), Kings Avenue (East) and the South Circular (South).</p> <p>Key considerations about the traffic data before the trial:</p> <ol style="list-style-type: none"> 1) The majority of the roads within the Brixton Hill LTN area are predominantly local roads and not designed to carry significant volumes of traffic, however, baseline traffic data collected between 2019-2022 indicates that prior the trial launch there were significant levels of through traffic in the area, with particularly high vehicle flows on Lyham Road, Dumbarton Road and New Park Road. 2) Traffic data collected from June – December 2021 indicated that between 62.5-75% of motor traffic travelling northbound on New Park Road (between the South Circular and Morrish Road) in the busiest times did not originate from or was not destined for the local area. 3) For vehicles travelling southbound on New Park Road (between the South Circular and Morrish Road) in the busiest times, 50-75% of vehicles did not originate from or was not destined for the local area. The consequences of high vehicle traffic volumes in residential areas include: <ol style="list-style-type: none"> a) road danger threat to those road users most at risk b) perceived danger and discomfort suppressing active travel and mode shift to sustainable travel c) air pollution and d) noise pollution. 		

- It is important to consider that the proposals were also expected to have a significant beneficial impact in terms of pedestrian (including those who require the use of mobility aids) and cycle movements in the area, making these safer, more convenient and more accessible.
- Lyham Road forms part of the borough's adopted Healthy Route Network, as defined in the TSIP Healthy Route Plan, connecting Streatham to Clapham. To meet the defined Healthy Route criteria, motor vehicle traffic must be separated or sufficiently low so that people walking, wheeling, scooting and cycling the route are comfortable and safe. At this location, officers considered a traffic management approach to be more suitable than the provision of separated cycle infrastructure and the experimental scheme was expected to achieve a sufficient reduction in motor vehicle traffic to meet healthy route criteria. Traffic on Lyham Road was c.3300 motor vehicles per weekday (as per traffic data collected in October 2022).
- The LTN restricts vehicles cutting through residential streets. This help to reduce road danger and congestion on these streets and tackle the climate crisis by supporting people to walk, wheel, scoot and cycle. Lambeth Council will also increase the number of street trees, cycle parking, and places to rest and play.

Experimental Traffic Orders:

Below the map of the traffic filters implemented as part of the ETO on the 4 September 2023.



The council used **Traffic Orders** for the following interventions:

1. Traffic Filters

Traffic filters have been implemented in the following locations:

- Branksome Road
- Lyham Road/Crescent Lane
- Lyham Road/Dumbarton Road / Chale Road
- Strathleven Road
- Mandrell Road / Strathleven Road
- Kingswood Rd / Chale Road
- New Park Road
- Forster Road
- Morrish Road

The traffic filters proposed as part of the Brixton Hill LTN trial have been implemented. In this EQIA we will look at the impact these filters potentially had during these initial trial period.

2. Major improvements

The major improvements that were proposed in the below locations are currently under review:

- Lyham Road / Kings Avenue Road;
- Thornbury Road;
- New Park Road (between Kingswood and Lyham Road);
- New Park Road (between Dovefield Rd and Felsberg).

3. Minor improvements

We are now in the process of implementing these proposals. These improvements include planting new trees in existing tree pits or where currently there are stumps, installing more cycle parking hangars, and proposing a variety of parklets to create more community space, seating and greening.

Parklets:

The initial proposed locations for the parklets were:

- Nearby Sudbourne Primary School – proposal has now been removed;
- New Park Road at junction with Lyham Road - proposal has now been removed.

The new potential proposed locations for the parklets are:

- Nearby Richard Atkins Primary School – the proposal to install cycle parking will be discussed with the school.
- Nearby Clapham Youth Centre – the proposal will be discussed with the centre.

Tree Planting have now been planted in the following locations:

- Nearby 32 Kings Avenue
- Nearby Iqra Primary School (Kings Avenue)
- Nearby Oakfield Court (Kings Avenue)
- Nearby 3 St Saviour's Road
- Nearby 22 Haycroft Road
- Nearby 11 Horsford Road

Additional planters with greening are proposed in:

- Jebb Avenue at the junction with Brixton Hill Road

Cycle hangars are proposed in:

- Outside 37b Bonham Road
- Opposite 12 Bonham Road
- Outside 46 Kingswood Road
- Outside 34 Morrish Road

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

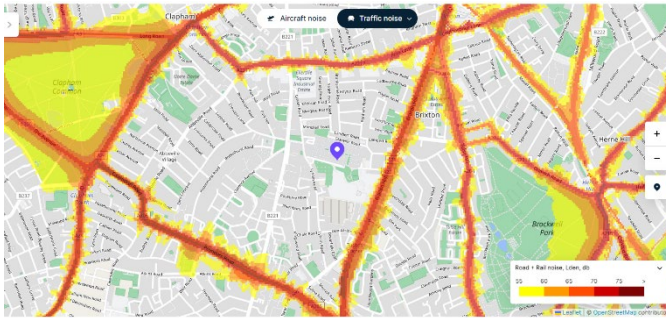
Data Analysis Methodology:

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](#).

Area details:

Noise identified:

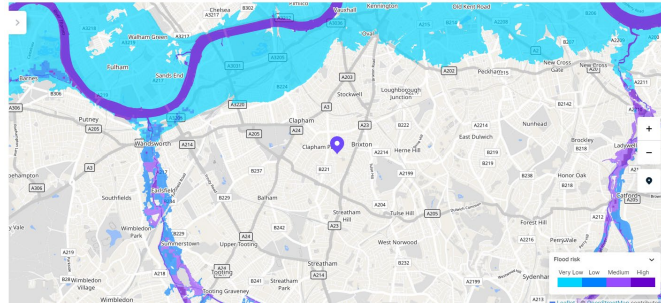
- In proximity of the LTN boundary roads (Acre Lane, Brixton Hill Road and A205) the area is likely to be exposed to **road traffic noise** with an expected average noise level is 60.0-64.9 db.
- Other sources of noise: bars, pubs, clubs



Lden dataset for traffic noise mapping. Lden indicates a 24-hour annual average noise level with separate weightings for the evening and night periods.

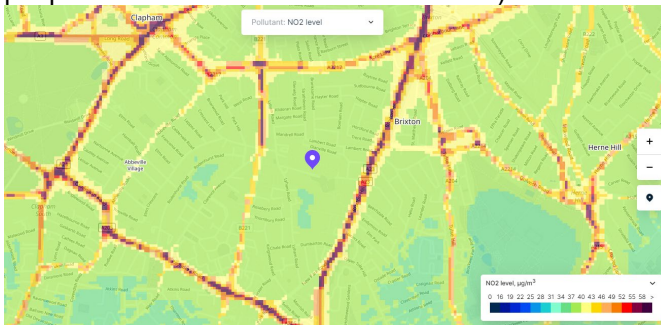
Flood Risk:

The Brixton Hill Low Traffic Neighbourhood **has very low flood risk.**

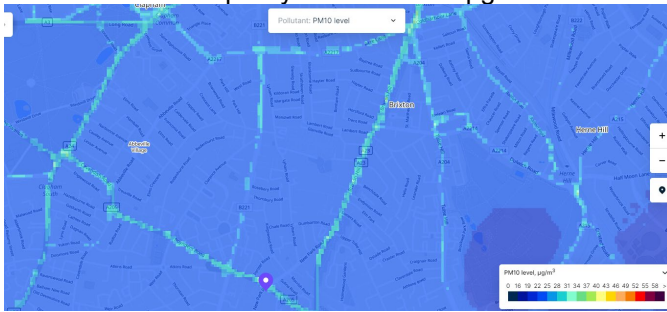


Air Quality in Brixton Hill Low Traffic Neighbourhood:

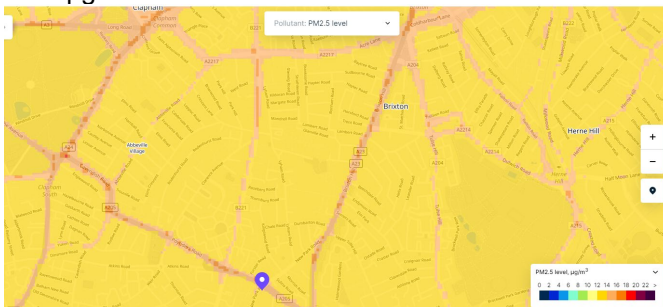
NO2 Levels: Within the Low Traffic Neighbourhood area, the air quality is expected to meet EU limit. Conversely, on the boundary roads: NO₂ (nitrogen dioxide) annual mean level is 40.2 µg/m³, which is above EU quality limit set to 40 µg/m³. (Increased levels of nitrogen dioxide can have significant impacts on people with asthma because it can cause more frequent and more intense attacks. Children with asthma and older people with heart disease are most at risk).



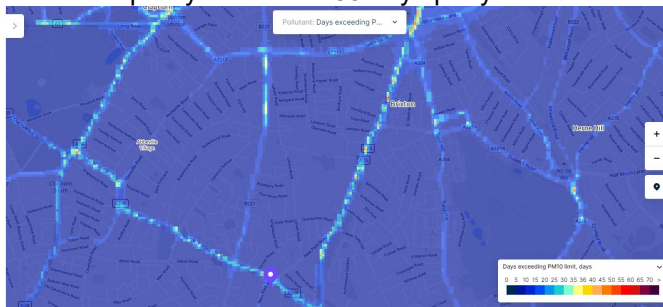
Particulate matter pollution - **PM10** (10 micrometre particulate matter) annual mean level is 23.9 $\mu\text{g}/\text{m}^3$, which is below EU quality limit set to 40 $\mu\text{g}/\text{m}^3$.



PM2.5 (2.5 micrometre particulate matter) annual mean level is 13.9 $\mu\text{g}/\text{m}^3$, which is below EU quality limit set to 25 $\mu\text{g}/\text{m}^3$.



PM10d (days exceeding daily PM10 mean limit of 50 $\mu\text{g}/\text{m}^3$) is approximately 10 days per year, which is below the quality limit set to 35 days per year.



PM2.5 and PM10 are atmospheric particulate matter with a diameter smaller than respectively 10, 2.5 microns. They are also called floating dust. Long-term exposure to increased levels of PM2.5 and PM10 may trigger or worsen chronic diseases such as asthma, heart attack, bronchitis and other respiratory problems.

Population details of the Brixton Hill Low Traffic Neighbourhood:

1) Area from Census 2021 Data



2) Demography

People: 15,400 rounded to the nearest 100 people

3) Age Profile

Category	BH LTN	England
Aged 0 to 4	4.1%	5.4%
Aged 5 to 9	3.8%	5.9%
Aged 10 to 14	4.0%	6.0%
Aged 15 to 19	3.7%	5.7%
Aged 20 to 24	9.4%	6.0%
Aged 25 to 29	18.3%	6.6%
Aged 30 to 34	13.3%	7.0%
Aged 35 to 39	8.6%	6.7%
Aged 40 to 44	7%	6.3%
Aged 45 to 49	5.6%	6.4%
Aged 50 to 54	6.1%	6.9%
Aged 55 to 59	5.4%	6.7%
Aged 60 to 64	3.5%	5.8%
Aged 65 to 69	2.3%	4.9%
Aged 70 to 74	1.7%	5.0%
Aged 75 to 79	1.2%	3.6%
Aged 80 to 84	1.1%	2.5%
Aged 85 and over	0.9%	2.4%

4) Health:

Category	BH LTN	England
Very good health	56.3%	48.5%
Good health	30.0%	33.7%
Fair health	9.8%	12.7%
Bad health	3.0%	4.0%
Very bad health	0.9%	1.2%

5) Household:

Number of households: 6,500

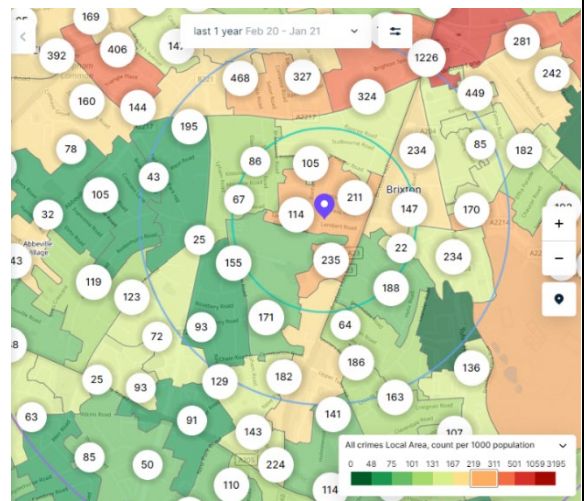
Rounded to the nearest 100 households

6) Benefits Claimants:

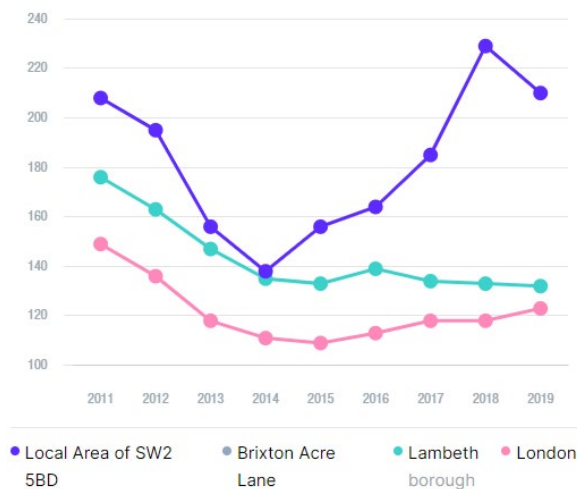
Category	BH LTN	England
Provides no unpaid care	94.6%	91.2%
Provides 19 hours or less unpaid care a week	2.8%	4.3%
Provides 20 to 49 hours unpaid care a week	1.2%	1.8%
Provides 50 or more hours unpaid care a week	1.4%	2.6%

7) Crime Rate (in order of occurrence):

1	Anti-social behaviour	6897
2	Violence and sexual offences	3305
3	Other theft	1053
4	Burglary	928
5	Vehicle crime	882
6	Public order	833
7	Drugs	832
8	Criminal damage and arson	654
9	Bicycle theft	486
10	Theft from the person	428
11	Shoplifting	356
12	Robbery	355
13	Other crime	130
14	Possession of weapons	95

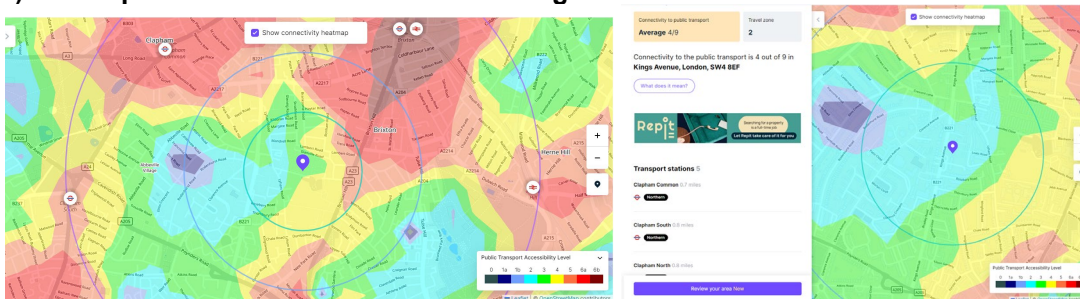


Number of crimes per 1000 resident population



(In total 17234 crimes occurred within 1 mile of Lambert Road, London, SW2 5BD over the last 12 months February 2020 - January 2021)

8) Transport in Brixton Hill Low Traffic Neighbourhood:



- The Brixton Hill Low Traffic Neighbourhood is partially within Travel Zone 2 and Travel Zone 3
- Connectivity to public transport is measured based on the Public Transport Accessibility Level (PTAL). PTALs are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability.
- A location will have a higher PTAL if:
 - It is at a short walking distance to the nearest stations or stops
 - Waiting times at the nearest stations or stops are short
 - More services pass at the nearest stations or stops
 - There are major rail stations nearby
 - Any combination of all the above
- The Public Transport Accessibility Level (PTAL) within the Low Traffic Neighbourhood varies within the LTN, going from 2 to 6b (in the proximity of Brixton Hill station)

Category	BH LTN	England
Method of travel to workplace (population aged 16 and over)		
Work mainly at or from home	53.3%	31.5%
Underground, metro, light rail, tram	10.6%	1.9%
Train	2.5%	2.0%
Bus, minibus or coach	11.8%	4.3%
Taxi	0.4%	0.7%
Motorcycle, scooter or moped	0.7%	0.5%
Driving a car or van	8.3%	44.5%
Passenger in a car or van	0.4%	3.9%
Bicycle	5.8%	2.1%
On foot	5.1%	7.6%
Other method of travel to work	1.0%	1.0%

Category	BH LTN	England
number of cars and vans per household		
No cars or vans in household	60.8%	23.5%
1 car or van in household	33.9%	41.3%
2 cars or vans in household	4.6%	26.1%
3 or more cars or vans in household	0.8%	9.1%

Schools:

1. Sudbourne Primary School
2. Iqra Primary School
3. King's Avenue Primary School
4. Corpus Christi Primary School
5. Richard Atkins Primary School
6. Trinity Academy
7. Harris Academy Clapham
8. South Bank UTC Secondary School

Category	BH LTN	England
Student	15.4%	20.4%
Not a student	84.6%	79.6%

Data by protected characteristic:

Religion

Category	BH LTN	England
No religion	41.5%	36.7%
Christian	40.8%	46.3%
Buddhist	0.9%	0.5%
Hindu	0.5%	1.8%
Jewish	0.6%	0.5%
Muslim	6.5%	6.7%
Sikh	0.1%	0.9%
Other religion	0.8%	0.6%
Not answered	8.4%	6.0%

Disability and Health

Category	BH LTN	England
Very good health	56.3%	48.5%
Good health	30.0%	33.7%
Fair health	9.8%	12.7%
Bad health	3.0%	4.0%
Very bad health	0.9%	1.2%

Category	BH LTN	England
Disabled under the Equality Act	13.9%	17.3%
Not disabled under the Equality Act	86.1%	82.7%

Note: Disabled adults were more likely than non-disabled adults to live in households without access to a car, with 28% of disabled adults being in this position compared with 15% of non-disabled adults.

(<https://www.gov.uk/government/statistics/disability-accessibility-and-blue-badge-statistics-2021-to-2022/disability-accessibility-and-blue-badge-statistics-2021-to-2022>)

Gender reassignment

The 2021 Census was the first in British history to ask about people's sexual orientation and gender identity – providing the most accurate picture of gender and sexuality in Lambeth to date.

Compared to their cisgender counterparts, trans residents are nearly half as likely to be in the top 6 socio-economic grades, are significantly more likely to live in overcrowded accommodation, and are significantly less likely to report being in good health.

- Between 89.92% and 94.3% of people aged 16 years and over have

a gender identity the same as their sex registered at birth.

- Between 0.82% and 1.57% of people aged 16 years and over in Brixton Hill West have a different gender identity from their sex registered at birth.
- Between 4.88% and 8.93% of people aged 16 years and over did not answered.

Marriage and Civil Partnership

Category	BH LTN	England
Never married and never registered a civil partnership	68.1%	37.9%
Married or in a registered civil partnership	20.7%	44.7%
Separated, but still legally married or still legally in a civil partnership	2.5%	2.2%
Divorced or civil partnership dissolved	6.4%	9.1%
Widowed or surviving civil partnership partner	2.3%	6.1%

Pregnancy and maternity

“Unplanned pregnancies can end in maternity, miscarriage or abortion. Many unplanned pregnancies that continue will become wanted. However, unplanned pregnancy can cause financial, housing and relationship pressures, negative health impacts and have impacts on existing children. Restricting access to contraceptive provision by age can therefore be counterproductive and ultimately increase costs. In Lambeth the total number of abortions in 2021 was 1,798.”

“The total abortion rate per 1,000 female population aged 15 to 44 years was 21.4, higher than the rate in England of 19.2 per 1,000. The rank (out of 150 UTLAs/UAs) within England for the total abortion rate was 51st highest.”

“Teenage pregnancy is a cause and consequence of education and health inequality for young parents and their children. Babies born to mothers under 20 years consistently have a higher rate of stillbirth, infant mortality and low birthweight than average, though the difference fluctuates from year to year due to relatively low numbers.”

“Over a quarter of local authorities have an under-18s conception rate significantly higher than the England average and 80% have at least one high rate ward.”

Race and Ethnicity

Category - Length of stay in UK	BH LTN	England
Born in the UK	63.5%	82.6%
10 years or more	22.2%	10.1%
5 years or more, but less than 10 years	6.0%	3.0%
2 years or more, but less than 5 years	4.9%	2.3%
Less than 2 years	3.3%	1.9%

Category - National Identity	BH LTN	England
One or more UK identity only	73.5%	88.0%
UK identity and non-UK identity	4.8%	2.0%
Non-UK identity only	21.8%	10.0%

Category - Ethnicity	BH LTN	England
Asian, Asian British or Asian Welsh	5.3%	9.6%
Black, Black British, Black Welsh, Caribbean or African	23.7%	4.2%
Mixed or Multiple ethnic groups	8.2%	3.0%
White	57.4%	81.0%
Other ethnic group	5.3%	2.2%

Category – Country of birth	BH LTN	England
Born in the UK	63.5%	82.6%
Born outside the UK	36.5%	17.4%

Sex

Category	BH LTN	England
Female	50.4%	51.0%
Male	49.6%	49.0%

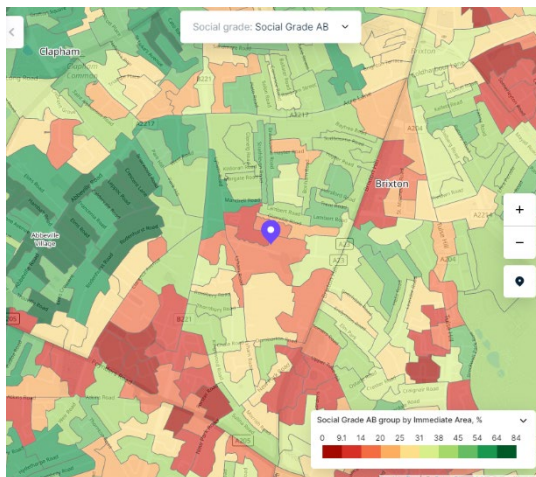
Socio-economic background

Category	BH LTN	England
Not in employment: Worked in the last 12 months	22.5	13.2
Not in employment: Not worked in the last 12 months	47.4	61.1
Not in employment: Never worked	30.1	25.6

Category	BH LTN	England
Economically active: In employment	69.2%	57.4%
Economically active: Unemployed	5.0%	3.5%
Economically inactive	25.8%	39.1%

Occupation:

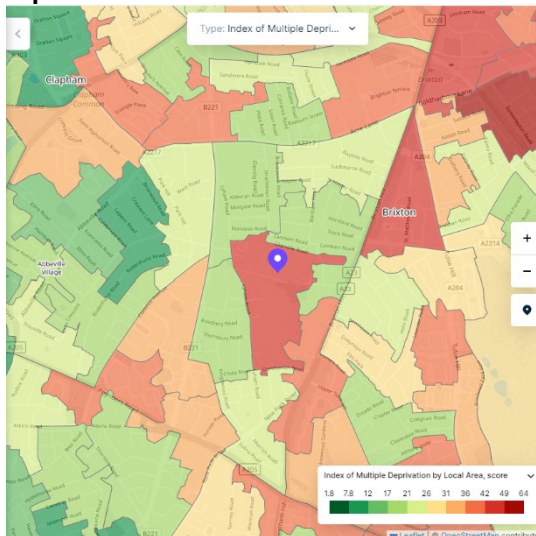
Indicates the percentage and map the overview of job roles from grade AB (Higher managerial, administrative) to DE (lowest grade workers, pensioners and others who depend on the state for their income).



Social Grade AB 16%
 Social Grade C1 40%
 Social Grade C2 17%
 Social Grade DE 27%

- A: Higher managerial, administrative
- B: Intermediate managerial, administrative or professional
- C1: Supervisory or clerical and junior managerial, administrative or professional
- C2: Skilled manual workers
- D: Semi and unskilled manual workers
- E: Casual or lowest grade workers, pensioners and others who depend on the state for their income

Deprivation:



Category – Household Deprivation	BH LTN	England
Household is not deprived in any dimension	51.2%	48.4%
Household is deprived in one dimension	32.3%	33.5%
Household is deprived in two dimensions	12.8%	14.2%
Household is deprived in three dimensions	3.5%	3.7%
Household is deprived in four dimensions	0.2%	0.2%

The deprivation is calculated through different criteria:

- Income Deprivation Domain:**
 This measures the proportion of the population experiencing deprivation relating to low income. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests).
- Employment Deprivation Domain:**
 This measures the proportion of the working age population in an area involuntarily excluded from the labour market. This includes people who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.
- Education, Skills and Training Deprivation Domain:**
 This measures the lack of attainment and skills in the local population. The indicators fall into two sub-domains: one relating to children and young people and one relating to adult skills.
- Health Deprivation and Disability Domain:**
 This measures the risk of premature death and the impairment of quality of life through poor physical or mental health. The domain measures morbidity, disability and premature mortality but not aspects of behaviour or environment that may be predictive of future health deprivation.
- Crime Domain**
 This measures the risk of personal and material victimisation at local level.
- Barriers to Housing and Services Domain:**
 This measures the physical and financial accessibility of housing and local services. The indicators fall into two sub-domains: geographical barriers, which relate to the physical proximity of local services, and wider barriers which includes issues relating to access to housing such as affordability and homelessness.
- Living Environment Deprivation Domain:**
 This measures the quality of the local environment. The indicators fall into two sub-domains. The indoors living environment measures the quality of housing; while the outdoors living environment contains measures of air quality and road traffic accidents.
- Income Deprivation Affecting Children Index (IDACI):**
 IDACI measures the proportion of all children aged 0 to 15 living in income deprived families. Family is used here to indicate a 'benefit unit', that is the claimant, any partner and any dependent children for whom Child Benefit is received. This is one of two supplementary indices and is a sub-set of the Income Deprivation Domain.
- Income Deprivation Affecting Older People Index (IDAOPI)**
 IDAOPI measures the proportion of all those aged 60 or over who experience income deprivation. This is one of two supplementary indices and is a sub-set of the Income Deprivation Domain

Sources:

- <https://census.gov.uk/census-2021-results/phase-one-topic-summaries/demography-and-migration>
- [Lambeth 2016 state of the wards](#)
- [London datastore – ward profile](#)
- [Nomis local area report](#)
- [data.police.uk](#)
- [Crystalroof](#)

How are people getting impacted by the trial?

Proposed Change	Impact(s) of change (evidence required)	Impacted groups (Impacted Groups: 'All' refers to All protected characteristics. It is important to note that where we refer to specific characteristics, we are also mindful of intersectionality)
General		
Encouraging more active travel	Positive: -Health -Environment -Climate change mitigation	POSITIVE All: Specific benefits for people who are dependent on walking, wheeling and cycling and/or don't have access to a car. We aim to promote and produce more active, inclusive streets. By reducing the volume of traffic and

		<p>consequently reducing road danger we aim to encourage all users active travel through the Low Traffic Neighbourhood area.</p> <p>Impact on disabled people: Streets can be more accessible for disabled people, many of whom make fewer car journeys compared to non-disable people.</p> <p>Statistics also shows that compared with non-disabled adults, disabled adults took a higher proportion of their total trips (19% compared with 12%) as car passengers. (Source: www.gov.uk. - Disability, accessibility and blue badge statistics: 2021)</p> <p>Impact on lower income people: Streets can be safer and more accessible for lower income people as the lowest income households have fewer cars, and fewer drivers, they also travel much less and travel over much shorter distances than higher income households. They make nearly 20% fewer trips and travel 40% less distance than the average household. (Source: www.gov.uk. Future of mobility: inequalities in mobility and access in the UK Transport)</p> <p>Population specific: -Age -Disability -Race -Socio-economic status</p>
<p>Improved air quality</p>	<p>Positive: Health Environment Climate change mitigation</p> <p>Negative: Perceived negative impact on air quality especially on the LTN's boundary roads. In particular:</p> <ul style="list-style-type: none"> • Acre Lane; • Brixton Hill Road; • Kings Avenue. <p>Perceived negative impact on the schools located on the boundary roads listed above:</p> <ul style="list-style-type: none"> • Iqra Primary School • Kings Avenue Primary School • Harris Sixth Form • Lambeth College • Corpus Christi Catholic School 	<p>POSITIVE</p> <p>All: Specific benefits for people who are dependent on wheeling and cycling and/or don't have access to a car.</p> <p>Motor traffic is one of the most significant sources of urban pollution. Interventions that enable people to travel in less polluting ways are crucial to improving our air quality. Implementing measures such as Low Traffic Neighbourhoods (LTNs) can significantly reduce harmful pollutants, which is an imperative not only for environmental health but also for the well-being of residents.</p> <p>NEGATIVE</p> <p>All: Specific negative impact for people who are wheeling and cycling to access services on the boundary roads.</p> <p>Impact on children: 15,6% of the population is between 0 and 19 years old and there are various schools within the Low Traffic Neighbourhood with students representing 15,4% of the population in the area and in need to navigate the area to reach their schools. (Source: 2021 Census Data)</p> <p>Population specific:</p>

		<p>-Age -Disability -Race -Socio-economic status</p>
<p>Improved conditions for walking and cycling</p>	<p>POSITIVE: -Health/ Active lifestyle benefits -Improved transport equity - Residents perceive as safer to cycle within the LTN</p> <p>NEGATIVE: - Perceived heightened risks for cyclists traveling on the boundary roads as they might experience a higher volume of traffic and consequent exposure to road danger. -People might choose to travel on other roads, which might increase active travel journey times.</p>	<p>Traffic reduction extends beyond environmental concerns. Creating safer streets is vital for encouraging active travel, addressing fears of accidents that are a barrier to people walking, cycling, scooting or wheeling. The solution isn't solely reliant on electric vehicles. While they offer benefits, the overarching objective is to reduce overall traffic. Inequitable distribution of pollution underscores the need for universal access to clean air and safe streets, irrespective of geographical location.</p> <p>Providing safe and affordable travel options to people from all socio-economic backgrounds is essential to improving equity in access to transport as well as reducing infection risk in lower income groups.</p> <p>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. The proposal is expected to result in a more equitable access to public transport that will benefit lower income groups.</p> <p>POSITIVE All: Specific benefits for people who are dependent on wheeling and cycling and/or don't have access to a car. Better walking/wheeling and cycling conditions and experience where traffic is reduced.</p> <p>NEGATIVE All: Negative impact for all people who need to access services on the boundary roads and that are dependent on wheeling and cycling and/or don't have access to a car. Road danger increased for those walking/wheeling and cycling on the boundary roads.</p> <p>Population specific: -Age -Disability -Race -Socio-economic status</p>
<p>Reduced traffic</p>	<p>Positive: -Improved Road Safety within the LTN area -Improved conditions for Walking and Cycling (detail above) -Improved Air Quality (detail below) -Improved public realm</p> <p>Negative: -Lower vehicle numbers reduce feelings of safety</p>	<p>POSITIVE All: Specific benefits for people who are dependent on wheeling and cycling and/or don't have access to a car.</p> <p>NEGATIVE Women and elderly people:</p> <ul style="list-style-type: none"> • Possible negative impact due to the absence of regular street activity contributes to a perception of isolation. Quiet streets can create an environment that is unsettling for women and the elderly, impacting their sense of security

	<ul style="list-style-type: none"> - Increase in journey time driving around the area by car. - Increase in public transport journey time. - Increase traffic on the LTN boundary Roads: <ul style="list-style-type: none"> • Acre Lane; • Brixton Hill Road; • Kings Avenue • A23 	<p>when navigating the neighbourhood, particularly at night.</p> <ul style="list-style-type: none"> • Potential increase in the number of Taxis and Uber drivers cancelling jobs at the last moment when experiencing vehicle access difficulties. • Potential increase in one's travel costs in detriment to personal safety. • Potential reduction of personal safety in detriment travel costs. To reach a taxi at their convenient parking location, people might need to walk a longer distance to and from their homes late at night. This might exacerbate mental health issues in an area of London already unsafe. <p>Impact on elderly people:</p> <ul style="list-style-type: none"> • Elderly people relying on direct and convenient vehicle access to their homes and local services might find changes challenging • Possible decline of their social life when facing challenges in accessing essential services by motorised vehicle <p>Impact on disabled people:</p> <ul style="list-style-type: none"> • Blue Badge Holder exemption from filter location only. Disabled people and their carers might find it challenging traveling around when using a motorised vehicle. • Possible decline of their social life when facing challenges in accessing essential services by motorised vehicle <p>Impact on carers and community workers:</p> <ul style="list-style-type: none"> • Possible negative impact on caregivers' journey times by motorised vehicle who cannot apply for exemptions to travel through the filters. • <p>Impact on businesses:</p> <ul style="list-style-type: none"> • Possible negative impact on people providing services in the area by motorised vehicle. • Businesses whose business model depends on motorised vehicles to move around might face a drop in productivity due to increased journey times • Possible negative impact on local shops on Morrish Road and Lyham Road. <p>Population specific:</p> <ul style="list-style-type: none"> -Age -Disability -Race -Socio-economic status -Gender
Feature Specific		
Filter on Branksome Road	<p>Positive:</p> <ul style="list-style-type: none"> • Reducing through and, non-local traffic and 	<p>POSITIVE All:</p> <p>Specific benefits for people who are dependent on wheeling and cycling and/or don't have access to a car.</p>

	<p>congestion on local roads.</p> <ul style="list-style-type: none"> Improving air quality and noise by reducing motor traffic. Improve road safety and speeding. Reducing vehicle flows on the road will make the road feel safer for pedestrians, cyclists, and wheelers. Including ANPR cameras at modal filter locations will improve compliance. <p>Negative:</p> <ul style="list-style-type: none"> Residents are concerned over longer journey times down to Brixton and back up Brixton Hill with , which is a path that is always frequently congested by non-residents travelling further afield; Loss of parking for residents and visitors on Branksome Road who are not blue-badge holders and rely on a private motor vehicle. 	<p>Improved safety for children who cannot use or access a car.</p> <p>NEGATIVE</p> <ul style="list-style-type: none"> Residents living near the traffic filter and on other roads near the filter location Women concerned about quieter streets. <p>Population specific:</p> <ul style="list-style-type: none"> Age Disability Socio-economic status
<p>Filter on Lyham Road / Crescent</p>	<p>Positive: As above</p> <ul style="list-style-type: none"> Clearer system to navigate the shared space for drivers and cyclists will make it safer to navigate this area. Adding ANPR cameras to this location will improve compliance. The modal use surveys (carried out at the Londis convenience shop and the Prince of Wales Pub) indicated the majority of customers already walk or cycle to visit these businesses. <p>Negative:</p> <ul style="list-style-type: none"> For residents who live close to the modal filter location, there is likely 	<p>As above</p>

	to be a minor increase in vehicle journey times.	
Lyham Road / Dumbarton Road / Chale Road	<p>Positive: As above</p> <p>Negative:</p> <ul style="list-style-type: none"> Based on the feedback received during the engagement phases, diagonal modal filters can be confusing. 	As above
Strathleven Road	<p>Positive: As above</p> <ul style="list-style-type: none"> The two-way modal filter will reduce the likelihood of vehicles parking on the contraflow cycle lane on Strathleven Road. <p>Negative: As above.</p> <ul style="list-style-type: none"> Loss of parking for residents and visitors on Strathleven Road, and Sandhurst Court, who are not blue-badge holders and rely on a private motor vehicle. 	As above
Kingswood Rd / Chale Road	<p>Positive: As above.</p> <ul style="list-style-type: none"> The central location of the modal filter on Kingswood Road is designed to reduce vehicle speeds, as well as reduce through traffic. <p>Negative:</p> <ul style="list-style-type: none"> Loss of parking for residents and visitors on Kingswood Road. Potential for noise and/or anti-social behaviour at the modal filter location. 	As above
Forster Road	<p>Positive: As above</p> <ul style="list-style-type: none"> The location of the modal filter on Forster Road is designed to reduce vehicle speeds, as well as reduce through traffic. <p>Negative:</p> <ul style="list-style-type: none"> Potential for noise and/or anti-social behaviour at the modal filter location. 	As above

Morrish Road	<p>Positive:</p> <ul style="list-style-type: none"> • Introduction of a physical modal filter will eliminate all vehicles travelling through the space which will provide a safer space for pedestrians, cyclists and wheelers. <p>Negative:</p> <ul style="list-style-type: none"> • Relocation of disabled bay on Morrish Road 	As above
New Park Road	<p>Positive: As above</p> <ul style="list-style-type: none"> • A reduction in vehicles travelling on New Park Road will improve safety for staff, parents/guardians/care rs and pupils accessing Richard Atkins School. <p>Negative: Potential increase in journey time for parents travelling to the school who are not blue-badge holders and rely on a private motor vehicle.</p>	<p>POSITIVE All: Specific benefits for people who are dependent on wheeling and cycling and/or don't have access to a car. Improved safety for children who cannot use or access a car.</p> <ul style="list-style-type: none"> • NEGATIVE • Residents living near the traffic filter and on other roads near the filter location • Women concerned about quieter street. • Concerns over noise of traffic in rush hours <p>Population specific:</p> <ul style="list-style-type: none"> • Age • Disability • Socio-economic status
Parklets	<p>Positive:</p> <ul style="list-style-type: none"> - Parklets will help to reimagine the use of parking spaces in Brixton Hill LTN. They make our streets more community friendly providing places for locals. - For residents in Brixton Hill who do not own a car, parklets will provide access to green space. - Providing dedicated space for the local community to use. <p>Negative:</p> <ul style="list-style-type: none"> - Access to parking spaces for those who own a car and/or visitors - Potential for noise and/or antisocial behaviour 	<p>All: Specific benefits for people who are dependent on wheeling and cycling and/or don't have access to a car. Improved safety for children who cannot use or access a car.</p> <p>Population specific:</p> <ul style="list-style-type: none"> • Age • Disability • Socio-economic status
Parking		
Removal of car parking bays	<p>Positive:</p> <ul style="list-style-type: none"> • More than 60% of the LTN population do not own a car 	<p>POSITIVE All All of those people in the area who doesn't own a car would benefit from kerbside reallocation.</p>

	<p>(see section 10), as a result there is significant potential and a need for kerbside reallocation in the Brixton Hill area.</p> <p>Negative:</p> <ul style="list-style-type: none"> • Access to parking spaces for those who own a car and/or visitors 	<p>NEGATIVE</p> <p>Impacts mainly on people with:</p> <ul style="list-style-type: none"> • Disability • Age (elder people) • Parents with young children • Car owners living in the street • Business owners
Planting and Greenery:		
	<p>Positive:</p> <ul style="list-style-type: none"> • Improved air quality • Improved climate resilience • Improved aesthetics <p>Negative:</p> <p>As per Lambeth's CAP goals, we are to see an increase in green spaces in the next few years. Plural and sustained maintenance guidance and execution will be a key aspect to consider.</p> <p>Poor maintenance and litter may attract anti-social behaviour that detract women, children, the elderly and people with disabilities from using a space.</p>	<p>POSITIVE</p> <p>All</p> <p>Specific benefits for people who live, work, study in the area or active travel through the area. These people may benefit from improved air quality and aesthetics.</p> <p>NEGATIVE</p> <p>As per Lambeth's CAP goals, we are to see an increase in green spaces in the next few years. Plural and sustained maintenance guidance and execution will be a key aspect to consider.</p> <p>Poor maintenance and litter may attract anti-social behaviour that detract women, children, the elderly and people with disabilities from using a space.</p> <p>Impacts mainly on:</p> <ul style="list-style-type: none"> • Disabled people • People with prams • Women • Children • Elderly
Highway:		
Signages (Traffic Filters and ANPR)	<p>Positive:</p> <ul style="list-style-type: none"> • Improve wayfinding • Improve communicating fines and prohibitions <p>Negative:</p> <ul style="list-style-type: none"> • People do not recognise/notice the signs 	<p>POSITIVE</p> <p>All</p> <p>Specific benefits for people new to active travel and people who use car to travel. People with low income can struggle more with paying the fines received due to unclear signage.</p> <p>NEGATIVE</p> <p>A few residents travelled through the filters as they did not understand the exact meaning of the signage, with the consequence of getting fined.</p>
Design Consultation:		
Commonplace survey:	<p>Positive:</p> <ul style="list-style-type: none"> • Easy access allowed more people to contribute without large time invested 	<p>All</p> <p>Potential disbenefit and/or challenge for people without digital access:</p> <ul style="list-style-type: none"> • Age • Disability • Socio-Economic

	<p>Negative:</p> <ul style="list-style-type: none"> • Elements considered to be inaccessible to people without digital access/ who aren't digitally literate 	
Communication materials:	<p>Positive:</p> <ul style="list-style-type: none"> • Letter drop to all residents and stakeholders in the LTN • Commonplace updates • Non-digital communication methods and activities used to inform and gather feedback from groups who do not have access to the internet <p>Negative:</p> <ul style="list-style-type: none"> • Materials translated into languages upon request 	<p>Potential disbenefit for people unable to access:</p> <ul style="list-style-type: none"> • Language • Age • Disability • Not living in the area and consequently unaware of the restriction or to those not signed to the newsletter.
Construction:		
Disruption for people walking and cycling through the area during scheme construction.	<p>Negative:</p> <ul style="list-style-type: none"> • New schemes may impact people with specific mobility requirements within the construction and initial monitoring. 	<ul style="list-style-type: none"> • All residents in the LTN • Disabled people • Age (elder people)

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

PAST ACTIONS

Phase 1: Identify phase – November 2021 - June 2022:

The engagement was advertised through different streams and aimed to reach a wider variety of people.

- Letter drops
- Lamppost wraps
- Direct emailing and calling of stakeholders in the area
- Social media
- Press release
- Pop-Up events
- Leaflets distribution

To collect feedback the engagement was delivered through various events:

- Commonplace heatmap (1260 contributions)
- 2 public in person walk in Brixton Hill with facilitated discussion and journals to complete
- Activities with CEF Easter youth provision

- Stakeholders meeting

Phase 2: Co-design phase – December 2022 – February 2023:

The engagement was advertised through different streams and aimed to reach a wider variety of people.

- Leaflet drop to all residents and stakeholders
- Lamppost wraps
- Direct emailing of stakeholders in the area
- Social media
- Posters in various community hubs such as GPs, Schools, Community Centre, Church
- Posters in businesses
- Commonplace updates

To collect feedback the engagement was delivered through various events:

- Commonplace survey (1404 contributions)
- Community groups in-person drop in: • Clapham Park Morning Coffee Group • Brixton Windmill Over 50's Group • Warm lunch group at the Methodist Church.
- Emailed stakeholders to organise 1-2-1 meetings.
- We organised an in-person event to hear the thoughts of King's Avenue Primary School's students.
- We met with Sudbourne Primary School's parents
- In-person meeting with • Londis (Lyham Road) • Prince of Wales (Lyham Road) businesses' owners
- Provided paper copies TRA who requested these
- Met with Morrish Road business owners.

Informative actions taken:

- Share updates on Commonplace, social media and email subscribers with news update.
- Informative booklet sent to all the residents and stakeholders within the LTN.
- Q&A online session.

In progress:

- In continuous contact with Ward Councillors to provide and discuss with them the latest updates to share within their community;
- Monitoring the low traffic neighbourhood inbox: lowtrafficneighbourhood@lambeth.gov.uk

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

Adverse Impact	Mitigation measure
Risk of vandalism	We have engaged with the local people and stakeholders to identify opportunities for community co-design of elements. In addition to this, we will ensure ownership of areas and help to minimise vandalism/ lack of use. Furthermore, we monitor the lowtrafficneighbourhoods inbox where residents and stakeholder inform us about vandalism.
Maintenance	We have selected infrastructure which require minimal maintenance.
Noise	We monitor schemes and respond to any ASB complaints appropriately.
Injury	All designs have undergone a Road Safety Audit Before implementation.
Legacy	We aim to contact residents and local stakeholders to organise the maintenance of green spaces.
Health	We will work with local people and stakeholders to identify opportunities for the community to co-design elements such as parklets. Parklets give the opportunity to encourage active travel and better air quality through various additional features for the community. These can be for example: cycle parking, greening, play features or other.

Accessibility	Reallocation of private vehicle parking space is an accessibility measure Lambeth Council adopt as a mitigation for those people who don't have a car, which correspond to more than 60% of the population in the LTN.														
Unsuitable positioning of cycle parking creates safety hazard	Designs have been quality assured by Lambeth's Capital Studio in accordance with the London Cycle Design Standards. All designs have undergone a Road Safety Audit before implementation.														
Width too narrow, not accessible to adapted cycles	Modal filters are designed to accommodate non-standard cycles.														
Signage potential to lack consistency and add clutter	Where possible, new signs have been fitted to existing signs/poles to minimise street clutter.														
Local businesses are impacted by lower vehicle numbers passing their premises, affecting trade.	<p style="text-align: center;">HOW PEOPLE TRAVEL TO THE BUSINESSES ON LYHAM RD</p> <p style="text-align: center;"> ■ Car/Van ■ Cycle ■ n/a ■ Other (please specify) ■ Taxi ■ Walk </p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Data for: HOW PEOPLE TRAVEL TO THE BUSINESSES ON LYHAM RD</caption> <thead> <tr> <th>Mode of Transport</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Walk</td> <td>55%</td> </tr> <tr> <td>Car/Van</td> <td>21%</td> </tr> <tr> <td>Other (please specify)</td> <td>16%</td> </tr> <tr> <td>Cycle</td> <td>3%</td> </tr> <tr> <td>Taxi</td> <td>3%</td> </tr> <tr> <td>n/a</td> <td>2%</td> </tr> </tbody> </table> <p>A survey was carried out in June to find out how local people travel to the businesses on Lyham Road in order to understand the minimize the possible negative impact the scheme might have on these. The survey showed that 58% travel to the businesses walking and/or wheeling while only 23% travel by car/van or taxi. Also, to mitigate the impact, a timed parking bay has been added for those clients who need to travel by car/van.</p> <p>In Morrish Road the planters were removed to mitigate the negative impact the removal of parking spaces had on the businesses.</p>	Mode of Transport	Percentage	Walk	55%	Car/Van	21%	Other (please specify)	16%	Cycle	3%	Taxi	3%	n/a	2%
Mode of Transport	Percentage														
Walk	55%														
Car/Van	21%														
Other (please specify)	16%														
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Taxi	3%														
n/a	2%														
Diagonal modal filters being confusing	Explanatory FAQ booklets were sent out at the beginning of the trial.														
Lower vehicle numbers reduce feelings of safety	We are collaborating with teams across the council, including the Violence Against Women and Girls team, to pinpoint areas where additional adjustments could be made to enhance feelings of safety within LTNs. This includes ensuring clear sightlines by checking that street furniture and greenery do not obstruct views.														
Engagement inaccessible to people without digital access/ who aren't digitally literate	Engagement has been promoted through posters and postcards delivered to all addresses in area. Paper copies have been provided when requested. Targeted in-person engagement with stakeholders has been delivered.														
Materials not translated	Lambeth offers a translation service on request.														
Materials not accessible	Designs meet LB Lambeth Design and Style Guide for print material to ensure accessibility requirements are met. PDF and online documents are fully accessible.														
People unaware of engagement	A comprehensive communications strategy was planned to ensure thorough outreach to local people. This included														

targeted drop-in sessions, specific workshops with children and elder people to ensure feedback is incorporated from representatives with protected characteristics.

How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?

To monitor if the positive impacts of the scheme are realised, we will consider:

- Monitoring Strategy/ benchmarks of success
- Healthy Street Score
- Pedestrian counts
- Cycling counts
- Traffic volume and speeding counts
- Air quality monitoring

We are reviewing the feedback received during the statutory consultation period and we will publish the analysis of the findings, outlining:

- Findings
- Developed design recommendations
- Other suggestions

This report will be updated considering final designs and changes that may occur.

Section to be completed by Sponsor/Director/Head of Service

Outcome of equality impact assessment

This assessment identifies a range of benefits and some disbenefits considered to arise from the proposals. No significant equalities impacts have been identified. Mitigation is proposed for any identified issues. It will be important to continue to monitor potential impacts through the design and engagement process.