

Equalities Analysis in Lambeth

Proposal Title	Streatham Wells LTN trial
Document Number	3
Authors	Joana Correia
Who will sign off the assessment?	Joshua Learner
Who will be involved in approving this decision?	Cova Cervilla David Wilson

Document History

Version	Date	Comments
1	19/10/2022	Draft
2	07/07/2023	Published – 2021 Census Data
3	05/03/2024	Stage 1 Monitoring Report – Initial Adjustments Update

What is changing?

In response to Lambeth’s **Climate Action Plan (2022)** and **Transport Strategy (2019)**, a Low Traffic Neighbourhood (LTN) was introduced in the Streatham Wells area on a trial basis. The project introduced **traffic filters** and several other improvements to the Streatham Wells LTN area. The filters were **implemented on a trial basis**, while the performance of the scheme is monitored. This is done via Experimental Traffic Orders. The LTN trial enabled more people to walk and cycle, reduced road danger and supported the creation of a vibrant and safe community spaces within the area. Vehicle journeys both in and around the area changed in various ways (refer to the **Stage 1 Monitoring Report – Initial Adjustments** for further information) with different equality impacts and benefits to be considered.

Traffic filters introduced as part of the trial:

- Conifer Gardens
- Culverhouse Gardens
- Valley Road North
- Valley Road South
- Gleneldon Road

The filters are camera enforced stop through traffic from going through the area and allow emergency services and other dispensations to go through. The trial nature of the project allows the council to amend and improve these changes namely through participatory design, involving the local community.

Major improvements:

Major Street Improvements included kerbside reallocation, road danger reduction measures to reduce vehicle speeds and pavement widening to make them accessible for

people who walk and wheel. These do not share the same timeline as the LTN trial. However, since the LTN trial was implemented some of the previously proposed schemes, namely on Leigham Court Road, are now being reprioritised, reviewed, and adapted.

A guiding principle of Lambeth's 2019 Transport Strategy is to be 'Inclusive and Accessible'. To achieve this, we need to be guided by the disabled community to ensure public realm improvements and network changes are truly accessible. Recent learnings from accelerated programme delivery have demonstrated the need for early consultation with disabled people. Lambeth Council have worked with Transport for All to engage with disabled people on the implementation of 5 low traffic neighbourhoods. A key recommendation from the engagement was the need for an 'Accessibility Working Group' to be consulted on projects and quickly assess any risks. Already established, the group brings together members of the disabled community to act as consultants by experience on projects and strategies under consideration by the Council's Planning, Transport and Sustainability department. The reviewed street improvement designs on Leigham Court Road will be brought to the group. Once the panel review is complete, feedback will be submitted to the project designers and engineers for consideration.

Minor improvements:

Minor improvements include planting new trees in existing tree pits, installing more cycle parking, and delivering parklets to create more community space, seating opportunities and greening. Considering both the outputs of the engagement carried out by Living Streets in July 2023 and the new parklet design guide which sets out technical and H&S requirements for parklet delivery, previously proposed locations are now being reviewed.

Launched in March 2021 the first 'Your Streets Your Way' competition was an initiative to support a green recovery from the pandemic. The competition enabled local people to design 10 new public spaces across Lambeth and win substantial cash prizes for their efforts. Proposals ranged from planters and seating to mural designs. Last year (2023) Lambeth Council launched the [second round of this competition](#) for another 10 locations across 7 areas in your borough. Through engagement with the local community, two locations in the Streatham Wells LTN area were identified to improve pedestrian porosity by making spaces more pleasant and safer for pedestrians: [Russell's Footpath](#) and [Leithcote Footpath](#). The two winning designs are currently being adapted and finalised for delivery in the upcoming months.

Next Steps:

The stage 1 monitoring report shows that the Streatham Wells Low Traffic Neighbourhood met the strategic objectives of the Climate Action Plan, Transport Strategy and is in line with the Lambeth 2030 Borough Plan by significantly reducing the levels of traffic within the Low Traffic Neighbourhood area. However, the scheme has faced external challenges since implementation like national rail strikes and emergency road works which have put further pressure on the boundary road network, especially on the A23. Therefore, there are changes required to help ensure the smooth flow of bus services of the A23.

The below schemes are likely to have an impact on traffic flows in the short to medium term:

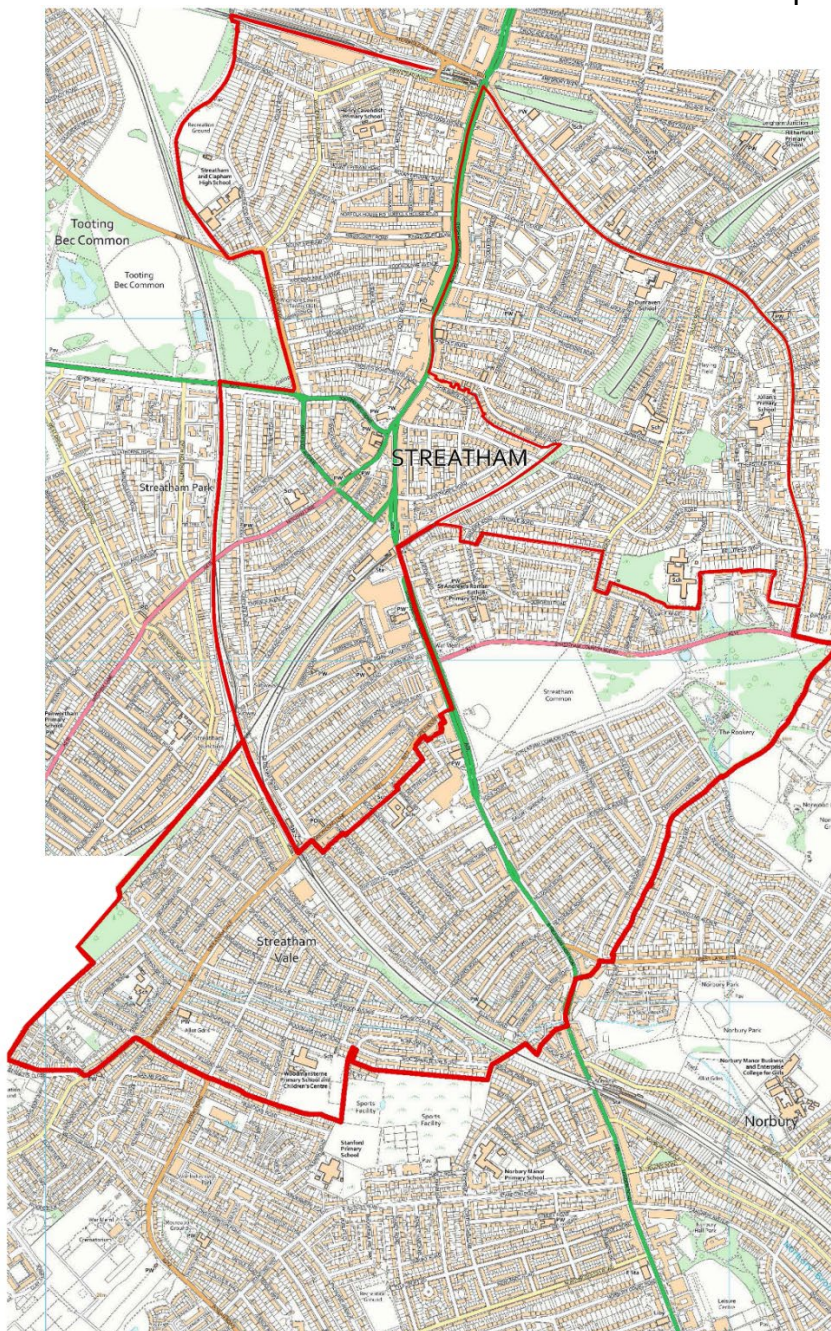
- Streatham Hill LTN
- Peckham to Streatham Healthy Route (HR) through the LTN

The below schemes will have an impact on traffic flows in the short to long term:

- External challenges like national rail strikes and emergency road works. Past events have already put further pressure on the boundary road network, especially on Streatham High Road
- The TfL permanent traffic filter scheme on Gracefield Gardens to improve pedestrian safety around the bus stops on Streatham High Road to be implemented later this year
- The TfL cycle lane scheme on Streatham High Road to start later this year

This EQIA will be reviewed and updated at key milestones as the project is improved and expanded on.

The Streatham Wells LTN area covers three different wards: Streatham Wells, Streatham St Leonards and Streatham Common and Vale. See map below.



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

In this section we consider:

- People who live in the Streatham Wells LTN area. The area covers three different wards: Streatham Wells, Streatham St Leonards and Streatham Common and Vale
- Businesses, schools, GPs and other organisations in the area
- People who travel through or visit the area



Source: Office for National Statistics – Census 2021

Based on the 2021 census data shown below in more detail, there are roughly 6600 households in the Streatham Wells LTN trial area. Most households (94.5%) are resident's primary and only address. Half of the total number of households in the area highlighted are deprived. 52.7% of residents declared neither having a car nor a van, which is below the Lambeth's average of 60%. The population in the area is young (around 34% of the population is between 25 and 39 years old), economically active (69.3%) and do not provide any unpaid care (94.2%). Of those economically active, 45.8% work mainly from home and only 12.5% drive to work. Most residents declared either having no religion (36.5%) or being a Christian (43.7%). 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](#).

Population and Sex:

Between the last two censuses (held in 2011 and 2021), the population of Lambeth increased by 4.8%, from around 303,100 in 2011 to around 317,700 in 2021.

Population in Lambeth in 2021: 317,654 (female: 163,713 or 51.5%; male: 153,941 or 48.5%).

Population in the Streatham Wells LTN area in 2021: female 51.5%, male 48.5%. As per Lambeth's average.

Gender Identity

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. **2,513** residents in Lambeth do not identify with the sex they were assigned at birth – variously identifying as a different gender, as trans, non-binary or another trans identity.

Streatham Green (1.57%) is amongst the MSOAs with the greatest proportion of residents whose gender identity differs from their assigned sex. See area in dark blue on the right.



Age

The proportion of households with children varies significantly by ward. Families with children are most concentrated in the south-east corner of the borough – with the highest proportion being in Knight’s Hill (32.86% of households). Streatham Common North is at 31.05%.

Streatham Common North is one of the wards with the highest proportion of older residents (11.86%).

Lambeth is a younger borough, with an average age of 33 and a relatively large population of residents aged 20-35. The Streatham Wells LTN area is slightly above at 30.3%.

As part of Lambeth’s consultation with more than 1500 children and young people, a third said they don’t have a safe space to hang out in and don’t feel safe travelling around the borough. This proposal will enable a safer space for children to walk in and spend time in.

LTN trial area Age	Selected area	England
0 to 4	5.5%	5.4%
5 to 9	5.0%	5.9%
10 to 14	4.9%	6.0%
15 to 19	3.8%	5.7%
20 to 24	5.7%	6.0%
25 to 29	12.1%	6.6%
30 to 34	12.5%	7.0%
35 to 39	10.2%	6.7%
40 to 44	8.0%	6.3%
45 to 49	7.2%	6.4%
50 to 54	6.3%	6.9%
55 to 59	5.6%	6.7%
60 to 64	3.9%	5.8%
65 to 69	2.9%	4.9%
70 to 74	2.4%	5.0%
75 to 79	1.5%	3.6%
80 to 84	1.3%	2.5%
85 and over	1.2%	2.4%

Schoolchildren and full-time students

Dunraven Primary and Secondary as well as Julian’s Primary are located on Leigham Court Road, the boundary road on the eastern side of the LTN trial.

LTN trial area - Schoolchildren (people aged five years and over)	Selected area	England
Student	16.8%	20.4%
Not a student	83.2%	79.6%

National Identity

LTN trial area - National Identity	Selected area	England
One or more UK identity only	69.6%	88.0%
UK identity and non-UK identity	5.0%	2.0%
Non-UK identity only	25.4%	10.0%

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.”

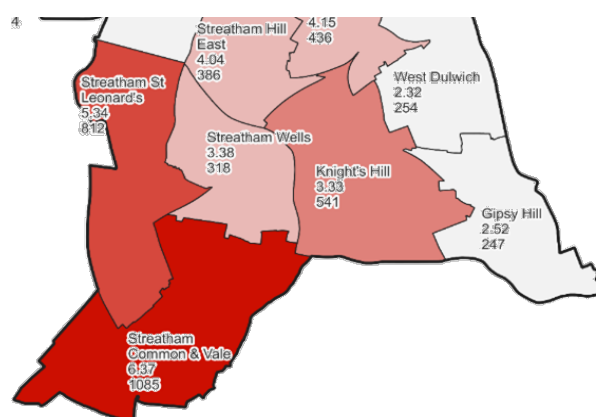
“Teenage pregnancy is a cause and consequence of education and health inequality for young parents and their children. Babies born to mothers under 20 years consistently have a higher rate of stillbirth, infant mortality and low birthweight than average, though the difference fluctuates from year to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

As per the 2021 Census, there were 5207 conceptions in Lambeth, of which 11 were at ages under 16.

Language

The ward with the highest number of residents with limited English language proficiency is Streatham Common and Vale, where 6.37% of residents (1,085 people) cannot speak English well / at all. This is highlighted in the darkest colour below.



LTN trial area - proficiency in English	Selected area	England
Main language is English (English or Welsh in Wales) (people aged three years and over)	78.2%	90.8%
Can speak English very well	9.3%	4%
Can speak English well	8.3%	3.3%
Cannot speak English well	3.7%	1.6%
Cannot speak English	0.6%	0.3%

Ethnicity

Various socio-economic groups experience varying degrees of accessibility regarding transportation options. Individuals who rely heavily on the bus for commuting tend to have lower incomes, reside in disadvantaged areas, and are more inclined to decline job opportunities due to transportation limitations. On the other hand, individuals with higher incomes predominantly utilize cars and trains as their preferred modes of transportation. By creating more walking spaces and improving the cycle and public transport routes, we are encouraging economic growth and minimising/reducing the risks of transport poverty.

LTN trial area - Ethnicity	Selected area	England
Asian, Asian British or Asian Welsh	9.0%	9.6%
Black, Black British, Black Welsh, Caribbean or African	18.6%	4.2%
Mixed or Multiple ethnic groups	8.7%	3%
White	57.6%	81%
Other ethnic group	6.1%	2.2%

Religion

LTN trial area - Religion	Selected area	England
No religion	36.5%	36.7%
Christian	43.7%	46.3%
Buddhist	0.7%	0.5%
Hindu	1.2%	1.8%
Jewish	0.3%	0.5%
Muslim	9.4%	6.7%
Sikh	0.2%	0.9%
Other religion	0.8%	0.6%
Not answered	7.1%	6.0%

Disability and Health

During the consultation for the Lambeth Made Safer strategy, hundreds of residents and community groups had their say on youth violence in Lambeth.

Here are a few key issues identified:

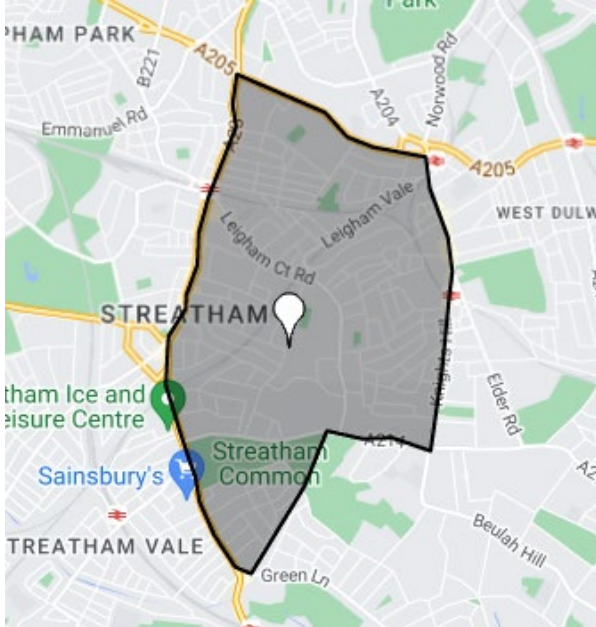
- Lambeth has one of the highest rates of serious violence in the country
- Black people are more likely to experience poor mental health and less likely to get services that improve their lives

LTN trial area - General Health	Selected area	England
Very good health	54.8%	48.5%
Good health	31.8%	33.7%
Fair health	9.4%	12.7%
Bad health	3.1%	4%
Very bad health	0.9%	1.2%

LTN trial area - Disability	Selected area	England
Disabled under the Equality Act	13.3%	17.3%
Not disabled under the Equality Act	86.7%	82.7%

LTN trial area - Provision of unpaid care (people aged five years and over)	Selected area	England
Provides no unpaid care	94.2%	91.2%
Provides 19 hours or less unpaid care a week	3.2%	4.3%
Provides 20 to 49 hours unpaid care a week	1.3%	1.8%
Provides 50 or more hours unpaid care a week	1.3%	2.6%

The Valley Road GP catchment area is as follows:



Further information and the interactive map can be found on the practice's website: <https://www.valleyroadsurgery.co.uk/practice-information/practice-boundary/>

Employment status

LTN trial area - Economic activity Status people aged 16 years and over	Selected area	England
Economically active: In employment	69.3%	57.4%
Economically active: Unemployed	5.0%	3.5%
Economically inactive	25.7%	39.1%

LTN trial area - Employment history people aged 16 years and over not in employment	Selected area	England
Not in employment: Worked in the last 12 months	20.0%	13.2%
Not in employment: Not worked in the last 12 months	46.9%	61.1%
Not in employment: Never worked	33.1%	25.6%

Households

Number of households

6,600

households

23,436,100 households in England

Rounded to the nearest 100 households

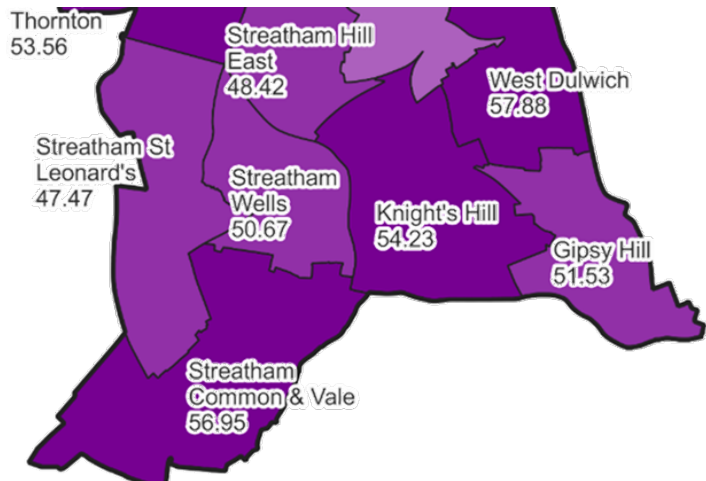
The four dimensions of deprivation are employment, education, health and disability, and household overcrowding.

LTN trial area - Household deprivation	Selected area	England
Household is not deprived in any dimension	50.0%	48.4%
Household is deprived in one dimension	32.5%	33.5%
Household is deprived in two dimensions	13.2%	14.2%
Household is deprived in three dimensions	3.9%	3.7%
Household is deprived in four dimensions	0.5%	0.2%

LTN trial area - second address indicator (All Households)	Selected area	England
No second address	94.5%	94.6%
Second address is in the UK	3.5%	4.1%
Second address is outside the UK	1.9%	1.3%

Transport

With over half of all households not owning a car, Lambeth households are significantly less likely to own a car compared to households across London and the rest of the country. The darker a ward area is on the map, the higher the proportion of households that own at least one car. Car ownership is highest in the south of Lambeth – with West Dulwich, having the highest rate of car ownership in the borough (57.88% of households). However, this is still only at the London average.



As per the table below, the majority of households in the LTN trial area do not have a car or van.

LTN trial area - Cars or vans in household	Selected area	England
No cars or vans in household	52.7%	23.5%
1 car or van in household	38.3%	41.3%
2 cars or vans in household	7.3%	26.1%
3 or more cars or vans in household	1.7%	9.1%

LTN trial area - Distance travelled to work (people aged 16 years and over in employment)	Selected area	England
Less than 10km	30.3%	35.4%
10km to less than 30km	8.7%	14.4%
30km and over	1.3%	4.3%
Works mainly from home	45.8%	31.5%
Other	14%	14.5%

LTN trial area - Method of travel to workplace (people aged 16 years and over in employment)	Selected area	England
Work mainly at or from home	45.8%	31.5%
Underground, metro, light rail, tram	8.4%	1.9%
Train	6.1%	2.0%
Bus, minibus or coach	14.1%	4.3%
Taxi	0.3%	0.7%
Motorcycle, scooter or moped	1.3%	0.5%
Driving a car or van	12.5%	44.5%
Passenger in a car or van	0.8%	3.9%
Bicycle	4.3%	2.1%
On foot	5.0%	7.6%
Other method of travel to work	1.3%	1.0%

Sources:

[2021 Census Data and Analysis](#)

[2021 Census Maps](#)

[How life has changed in Lambeth: Census 2021](#)

[State of the Borough 2022](#)

[Ward Comparison](#)

[Propensity to Cycle Tool - London \(pct.bike\)](#)

Summary profile of Local Authority Sexual Health 30 August 2023

How will they be impacted by the change?

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	All: Specific benefits for people who are dependent on walking, wheeling and cycling and/or don't have access to a car. Population specific: -Age -Disability -Race -Socio-economic status A majority of the road network/public realm has not taken the needs of disabled people into account, and we aim to promote and produce more active, inclusive streets. By reducing road dangers, we are encouraging all users to use the spaces within their local communities whilst incorporating an element of active/sustainable travel. For example, cycles can improve mobility and access for disabled people, many of whom do not have access to motor vehicles. For those that do have access to a car or rely on taxis or carers, in some cases journey times may be increased for some trips or routes may be

		altered but we recognise that once behaviours change, traffic levels should resort back to previous levels.
Improved air quality	<p>Positive:</p> <ul style="list-style-type: none"> -Health -Environment -Climate change mitigation <p>Negative:</p> <ul style="list-style-type: none"> -Perceived negative impact on Streatham High Road and Leigham Court Road -Perceived negative impact on children and parents walking/wheeling on the boundary roads at pick up and drop off times -Perceived negative impact for cyclists traveling on the boundary roads, specifically at rush hour 	<p>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>Air pollution is a significant health risk in the UK, with London having some of the worst air quality in the country. This has a significant impact on our health with older people, children and those with underlying health conditions impacted the most. This often makes existing health inequalities even worse.</p> <p>Lambeth's strategic Air Quality Action Plan aims for borough wide improvement to the air we breathe and recognises the connection between air quality and climate change. This multifaceted approach acknowledges that addressing one issue contributes to mitigating the other.</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. Numerous LTNs across London have proven effective in reducing pollution and creating healthier streets.</p> <p>Population specific:</p> <ul style="list-style-type: none"> -Age -Disability -Race -Socio-economic status
Improved conditions for walking and cycling	<p>Positive:</p> <ul style="list-style-type: none"> -Health/ Active lifestyle benefits -Improved transport equity -Perceived positive impact on children walking and cycling within the LTN -Perceived positive impact cycling through the LTN namely on previously busy streets such as Gleneldon Road and Valley Road <p>Negative:</p> <ul style="list-style-type: none"> -Perceived heightened risks for cyclists traveling on the boundary roads, specifically at rush hour 	<p>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>Population specific:</p> <ul style="list-style-type: none"> -Age -Disability -Race -Socio-economic status <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</p>

	<p>-People might choose to travel on other roads, which might increase active travel journey times.</p>	<p>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>Reduced traffic</p>	<p>Positive:</p> <ul style="list-style-type: none"> -Reduced road danger within the LTN area -Improved conditions for walking and cycling -Improved Air Quality -Improved public transport journey times -Improved public realm <p>Negative:</p> <ul style="list-style-type: none"> -Lower vehicle numbers on certain roads reduce feelings of safety amongst certain demographics namely at night 	<p>POSITIVE</p> <p>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>NEGATIVE</p> <p>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 when navigating the neighbourhood, particularly at night. • 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

		<p>carers might find it challenging traveling around when using a motorised vehicle.</p> <ul style="list-style-type: none"> • 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 <p>Population specific:</p> <ul style="list-style-type: none"> -Age -Disability -Race -Socio-economic status -Gender
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Feature Specific

<p>All Filters</p>	<p>Positive:</p> <ul style="list-style-type: none"> • Reducing through and, non-local traffic • Reducing congestion on local roads within the LTN • Improving air quality and noise by reducing motor traffic • Improve road safety and decrease speeding • Reducing vehicle flows will make the road feel safer for pedestrians, cyclists and wheelers • Including ANPR cameras at traffic filter locations will improve compliance. <p>Negative:</p> <ul style="list-style-type: none"> • Displaced traffic in the Southern section of Leigham Court Road and on Streatham High Road • Bus delays on Streatham High Road • For residents who live close to a traffic filter location, there might 	<p>All:</p> <p>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
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	be an increase in vehicle journey times.	
Filter Specific: Leigham Avenue	<p>Positive:</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. • Reduction of vehicle turning risk for pedestrians crossing this side-road junction • Reduction of speeding potential on side road <p>Negative:</p> <ul style="list-style-type: none"> • Cyclists at speed in a shared used space might lead to some pedestrians feeling at risk of getting hit 	<p>Population specific:</p> <ul style="list-style-type: none"> • Age (mainly the elderly & school pupils) • Disability
Filter Specific: Culverhouse Gardens	<p>Positive:</p> <ul style="list-style-type: none"> • It will improve the drop-off and pick up experience (i.e. less energy and time consuming) of pupils with special needs arriving/living the Special Needs Maypole School • Reduction of vehicle turning risk for pedestrians crossing this side-road junction • Reduction of speeding potential on side road <p>Negative:</p> <ul style="list-style-type: none"> • Parents previously using Culverhouse Gardens as a parking location at pick up and drop off times will likely face a minor increase in vehicle journey times • Increased journey times as most pupils arrive by taxi, including pupils arriving from Croydon. • Vehicle-based service users of the Gracefield Gardens GP will need to drive around the area, rather than using Culverhouse Gardens. 	<p>Population specific:</p> <ul style="list-style-type: none"> • Age (School pupils and the elderly) • Disability
Filter Specific: Bus gates on Valley Road	<p>Positive:</p> <ul style="list-style-type: none"> • People using the local bus 315 going through the Valley Road will see a 	<p>Population specific:</p> <ul style="list-style-type: none"> • Age • Disability • Socio-economic status

	<p>reduction in their journey times</p> <ul style="list-style-type: none"> • Reduction in traffic in front of Sunnyhill Primary School, including reduction in pollution and road danger • No impact on number of patients registered at the practice • Moving Valley Road South filter further south and changing roundabout with Gleneldon Road to T-Junction will increase driver safety and ensure all properties remain accessible by car. <p>Negative:</p> <ul style="list-style-type: none"> • Residents on Valley Road, namely those at the estates in the northern section of the road will see a minor increase in vehicle journey times. • Some residents of the Valley Road estate feel powerless. • Vehicle-based service users of the Valley Road GP will need to drive around the area, rather than using Valley Road 	
<p>Filter Specific: Bus gate on Gleneldon Road</p>	<p>Positive: As above</p> <ul style="list-style-type: none"> • The two-way traffic filter with staggered elements will reduce speeds here. <p>Negative: As above.</p> <ul style="list-style-type: none"> • Loss of parking for residents and visitors, who are not blue-badge holders and rely on a private motor vehicle. • Vehicle-based service users of the Prentis Road GP will need to drive around the area, rather than using Gleneldon Road 	<p>Population specific:</p> <ul style="list-style-type: none"> • Age • Disability • Socio-economic status
<p>Filter Specific: One-way on Conifer Gardens</p>	<p>Positive</p> <ul style="list-style-type: none"> • Clearer system for drivers and cyclists to navigate the shared space will make it safer to navigate this area. 	<p>Population specific:</p> <ul style="list-style-type: none"> • Age (School pupils and the elderly) • Disability

	<ul style="list-style-type: none"> It will improve safety for drivers by eliminating need for U-turn manoeuvre onto Leigham Avenue Reduced risk to pedestrians. <p>Negative</p> <ul style="list-style-type: none"> It may increase journey times for those living on Conifer Gardens as they must access their road via the A23. 	
Parklets	<p>Positive:</p> <ul style="list-style-type: none"> Parklets will help to reimagine the use of parking spaces in the Streatham Wells LTN. They make our streets more community friendly providing places for locals. For residents in Streatham Wells who do not own a car, parklets will provide access to green space. Providing dedicated space for the local community to use. Providing more seating space along the 315 route to allow easier waiting on the bus. Reduction in speeding by creating natural 'chicane' effects. <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 Current DIY type of filters require regular maintenance and are perceived as low quality 	<p>All:</p> <p>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 52% of the LTN population do not own a car and only 12,55% drive to work, as a result there is significant potential and a need for kerbside reallocation in the Streatham Wells area. 	<p>Population specific:</p> <ul style="list-style-type: none"> Disability Age (elder people) Parents with young children Car owners living in the street

	<p>Negative:</p> <ul style="list-style-type: none"> • Access to parking spaces for those who own a car and/or visitors 	
Planting and Greenery:		
Added greenery	<p>Positive:</p> <ul style="list-style-type: none"> • Improved air quality • Improved climate resilience • Improved aesthetics <p>Negative: 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. 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>Population specific:</p> <ul style="list-style-type: none"> • Disabled people • People with prams • Women • Children • Elderly
Signage		
Signages (Traffic Filters and CCTV)	<p>Positive:</p> <ul style="list-style-type: none"> • Improve wayfinding • Improve communicating fines and prohibitions • Uninhibited access for Emergency Services and other dispensated vehicles • This approach allows for dispensation policy to be implemented. Relevant for Blue Badge holders and other relevant vehicles <p>Negative:</p> <ul style="list-style-type: none"> • People do not recognise/notice the signs 	All - 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.
Emergency works		
Disruption for people driving, walking, and cycling through the area during emergency works	<p>Negative:</p> <ul style="list-style-type: none"> • Increased congested during short periods namely on the boundary roads • Traffic being diverted through the LTN and through some filters, with fines possibly being issued due to 	<p>Population specific:</p> <ul style="list-style-type: none"> • Residents in and around the LTN • Parents dropping off and picking up their children from school • School Staff • Disabled people • Age (elder people)

	lack of communication between different internal and/or external services	
TFL cycle-way construction works on Streatham High Street		
Disruption for people driving, walking, and cycling through the area during emergency works	Negative: <ul style="list-style-type: none"> • Drop of footfall during construction works • Further delay on Bus journey times 	Population specific: <ul style="list-style-type: none"> • Those travelling on Streatham High Road • Residents using public transport, specifically those who need it the most including children, the elderly, people with mobility issues and most deprived

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

The Council prioritises collaboration and experimentation in the design of the borough's streets. The Community Street Design team aims to involve local people and organisations in this design process, for example coming up with an idea or sketch, in order to help build and test designs in real life on Lambeth's streets.

We use 5 core principles to engage with the borough's diverse range of stakeholders:

- **Identify:** Scoping out a project area, conducting initial research, identifying issues and opportunities with local people.
- **Design/Co-design:** Collaborative process working with local people to develop imaginative ideas that can be tested to improve the public realm
- **Inform:** Sharing clear information at regular intervals. Ensuring we are transparent on timelines and decision processes.
- **Empower:** Upskilling individuals and community groups to take ownership of the development, use and maintenance of different projects.
- **Learn:** Evaluating projects and ideas including through 'formal consultation'

Lambeth's engagement aim is to undertake rigorous research to understand local priorities and concerns. We remain neutral and our objective is to reach as many people as possible to get a balanced representation of people living and working in a specific geographic area. Rather than large scale public meetings, we find a more effective form of research is smaller focus groups, meetings and one-to-ones where everyone is given equal opportunity to contribute and research questions remain focused. Commonplace surveys are part of the team's continuous and informal engagement strategy.

Phase 1: Identify phase – October 2021 to June 2022.

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

- Letter drop
- Lamppost wraps
- Direct emailing and calling of stakeholders in the area
- Social media
- Press release
- Pop-Up events
- Business surveys to businesses on the high street
- Leaflets distribution

- Councillor Briefings

To collect feedback the engagement was delivered through various events:

- Commonplace heatmap
- 1 public in person walk in Streatham Wells with facilitated discussion and journals to complete
- Stakeholders meeting

Phase 2: Co-design phase – November 2022 to January 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
- Councillor Briefings
- Posters in various community hubs such as GPs
- Posters in businesses
- Commonplace updates
- Information boards placed at the intersection between Leigham Avenue with Leigham Court Road; on Pinfold Road by the Library; against wooden fence at the intersection between Valley Road and Wellfield Road

To collect feedback the engagement was delivered through various events:

- Commonplace survey
- Community groups in-person drop-ins at schools, GPs and Christmas fairs
- Schoolchildren's worksheets distributed to: Dunraven Primary School, Hitherfield Primary School, Julian's Primary School, Livity School, St Andrew's Catholic Primary School, Sunnyhill Primary School

Stage 1 Monitoring Report – Initial Adjustments:

Lambeth's LTN Monitoring Strategy looks at both quantitative as well as qualitative factors. Quantitative factors include traffic numbers, vehicle speeds, air pollution, Healthy Route criteria, bus speed data, and road danger statistics. Qualitative factors include previous engagement activities, a formal consultation as part of the trial and ongoing communication/engagement with local individuals, Ward Councillors and stakeholder groups.

Since the implementation of the trial on 23 October, we have gathered feedback through multiple sources. The list below is in no way exhaustive:

- Bi-weekly meetings with ward Cllrs to provide updates on the scheme and gather feedback and concerns from residents
- Key stakeholder outreach including the Streatham Bid, Valley Road GP, local Schools, amongst others
- Surveys circulated with parents/carers and staff of Julian's Primary School, Sunnyhill Primary School
- Door knocking survey at the Valley Road Estate. Initiative delivered in collaboration with Lambeth's consultation and market research teams
- Online sessions with parents/carers of Julian's Primary School and Sunnyhill School

- Meetings and drop-ins to Dunraven School, Sunnyhill School, Julian's Primary School, Hitherfield Primary School, St Andrew's Catholic Primary School, Bishop Thomas Grant School
- Online meeting with representatives of St Peter's Church
- Concerns raised through the Lambeth Forum Network
- Emails received through the LTN inbox from Cllrs, residents and key stakeholders from within and outside of the LTN

Outputs of engagement:

The analysis identified that while there is a general desire for cleaner air and safer streets among respondents, there are strong and contrasting opinions on how to achieve this.

The feedback provided below summarizes the key highlights, acknowledging that it may not encompass the entirety of comments raised. Ongoing analysis and documentation of all comments are underway, and they will be incorporated into the objection report. The objection report will be published in due course as part of the decision on the permanency of the scheme.

Businesses:

Survey prepared and circulated by Streatham BID with registered businesses, meetings with BID manager, drop-ins to business events over Christmas.

Headlines:

- Businesses using driving as a business model or as part of their business model do not report thriving.
- The need for the businesses to make operational adjustments is not determined by their location
- Loss of revenue reported due to longer journey times between meetings, less meetings, allegedly decreased footfall along the A23.

Valley Road Estate:

Door knocking survey on the Valley Road. 302 households. Roughly 1/3 responded to the survey.

Headlines:

- None of the respondents cycle
- Around 50% of respondents drive: mainly for shopping and getting to and from work. They reported it being more convenient.
- Claims over traffic and pollution increasing on boundary roads. Quote: *"Is the LTN as a sustainable measure?"*
- Difficulty in getting in and out of the estate as there is only one direct vehicle access. Some residents, namely the elderly feel confined. Claims over taxis having difficulties getting to them and move around, despite the three bus gates on Valley Road and Gleneldon Road.

Valley Road GP

- Concerns over drop in the number of patients registered to the practice: The [NHS dashboard](#) shows that the number of patient registered are higher now than before the LTN trial launch.

- Concerns over healthcare providers not having exemptions: GP to provide Lambeth with business case. Not yet provided.

Parents/carers and staff

Online surveys to parents and staff, online events, school drop-ins

Headlines:

- Most respondents don't cycle
- Most respondents walk to and from school
- Most respondents don't feel safe because of traffic and pollution on boundary roads.
- Reports of speeding on Leigham Court Road
- Reports and concerns over bus delays and congestion on Streatham High Street
- Reports of commute being affected with children arriving late to school due to congestion. Concerns over rising conflict between staff and parents as school protocol is to mark late arrivals
- Reports of staff being harassed by parents due to alleged lack of communications about the LTN trial implications
- Reports of children now walking home alone because it is difficult for parents to pick them up on time. Allegedly a signed consent from parents is required by the school.
- Safer to move around within the LTN

Special Needs School on Culverhouse Gardens

Emails from parents and staffs.

Headlines:

- Concerns over increased journey times, pollution and added stress to disabled children attending the school.

Bishop Thomas Grant School

Email Exchanges and meetings.

Headlines:

- Concerns over loss of revenue as school facilities see reduction in bookings allegedly due to user's increased journey times.

St Peter's Church on Leigham Court Road

Online meeting with representatives of the church, shared views about the congregation.

Headlines:

- Church works as a social cluster: concerns over reduced participation at events taking place at the church impacting mostly children and the elderly
- Concerns over pedestrian safety, namely for children crossing Leigham Court Road
- Concerns over community division: the congregation's centre of gravity is on the other side of Leigham Court Road and therefore, some people feel more isolated, namely the elderly.

- Concerns over community isolation: before the LTN, local elderly people avoided Streatham High Road. Now, they are forced into it. They don't feel confident riding on this busy road

General Comments – Benefits:

Below are some of the perceived benefits raised by the community in relation to the Low Traffic Neighbourhood. All benefits are being considered as we monitor the scheme.

Traffic:

- Reduced traffic volumes on Valley Road and within the LTN

Safety:

- Feels much safer for pedestrians crossing Valley Road, specifically for children walking, scooting or cycling in the LTN area.
- Feels much safer for cyclists cycling through the LTN

Health and Wellbeing:

- Improved air quality in the LTN
- Reduced noise in the area
- A safer place for children and families
- Area has been calmer and more enjoyable to walk around

General Comments – Concerns:

Below are some of the concerns highlighted by the community in relation to the Low Traffic Neighbourhood. All concerns are being considered as we monitor the scheme.

Traffic:

- Concerns about perceived increased traffic on boundary roads (Leigham Court Road and Streatham High Road), the associated pollution this may cause and impacts on buses and emergency services response times
- Concerns about a perceived increase in traffic on some roads within and around the LTN (Stanthorpe Triangle, St Julian's Farm Road, Valleyfield Road, amongst others)
- Concerns about bus congestion and route redirections around the LTN (Tooting Bec Gardens, Garrad's Road amongst others)
- Concerns about increased journey times
- Concerns about non-compliance, where new restrictions are being ignored (cars speeding/careless driving)

Safety:

- Fear quieter streets increase vulnerability at night
- Safety concerns around cycling on Leigham Court Road

Access:

- Concern about potential increase in vehicle journey times and lack of connectivity by car within the neighbourhood.
- Desire for exemptions to apply for:
 - Vulnerable and disabled residents

- Services and visitors to the area
- Residents
- Local businesses
- Those visiting doctor's surgeries within the LTN
- Taxis

Communication:

- Lack of engagement/ consultation with local community
- Perceived lack of clearer signage on the ground about the changes

Planned:

- Newsletters
- Social media posts
- Letters to residents and key stakeholders

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

Adverse Impact	Mitigation measure
Parents and children walking on more congested and polluted boundary Roads	Street improvements required on LCR to reduce traffic volumes
During the trial phase: impact people with specific mobility requirements	Improve accessibility measures within the LTN with wider pavements and more places to sit and rest.
Noise	We monitor schemes and respond to any ASB complaints appropriately.
Maintenance	We have selected infrastructure which require minimal maintenance. We will continue to 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.
Injury	All designs have undergone a Road Safety Audit Before implementation.
Increased traffic volumes and congestion on boundary roads, specifically on the A23	The council is committed to making Streatham Wells safer and healthier, so will continue working in partnership with TfL on future projects to reduce road danger, improve air quality and make our neighbourhoods safer for everyone to move about.

Council and TfL steps to improve transport in Streatham:

- The £9 million A23 investment in segregated cycle lanes will allow safe cycling on the main corridor to Brixton, giving more people a choice about how they travel and taking vehicles off the road.
- We are working with TfL to bring forward continuous bus lanes and address parking in bus lanes to ensure that bus passengers are not held up by general congestion.
- The council is bringing forward the Streatham to Peckham healthy route - a series of infrastructure upgrades to create a smooth, high-quality route from Streatham Wells through Herne Hill to Peckham.
- The Council will enhance pavements along Leigham Court Road so that they are safer for those walking in the area.
- The Council will invest £200,000 in Streatham Green and hundreds of thousands of pounds in Amesbury Avenue shopping parade to improve the public realm for local shopping.
- The Council will run street cleaning and graffiti removal campaigns in the neighbourhood over the Summer, again encouraging pride in the local area and to encourage local shopping.
- We will deploy an OurBike cargo bike for rental in the Streatham Wells neighbourhood to help local deliveries become sustainable.
- The Council is working with Thames Water to review the frequency of their works on Leigham Court Road and disruption this has caused to motorists and bus users. There

	<p>have been 73 Thames Water emergencies on Leigham Court Road, Valley Road and Leigham Vale since late 2020, with 34 of these requiring traffic management.</p> <ul style="list-style-type: none"> • We will write to the Secretary of State for Transport calling for suburban rail services to shift to TfL for frequent metro-style overground services to run from Streatham. • We will write to Network Rail as a matter of urgency, calling for step-free access to be restored at Streatham Station. • TfL and network rail are trialling off-peak fares all day on Fridays from 8 March, reducing the cost of travelling from Streatham stations and encouraging people to take the train.
<p>Residents at the Valley Road Estate located in the middle of the LTN: feeling powerless and confined with only one vehicle access in and out the LTN via Streatham High Road</p>	<p>Active travel initiatives such as cycle training at the estates, enable better vehicle access to and from the Valley Road Estate facilitated under the Big Shift programme and with support from the Active Travel team.</p> <p>Behaviour change programmes at schools and for individuals, which include free cycle training sessions for all who live and/or work at Lambeth.</p>
<p>Lower vehicle numbers reduce feelings of safety particularly at night.</p>	<p>We consider several elements to ensure people feel safe at night in their neighbourhoods, including street lighting and sightlines. We also collaborate with our Violence Against Women and Girls (VAWG) team to ensure we address these types of issues and insights when developing our schemes. Personal safety at night, both real and perceived, is a significant concern, and we understand that comfort levels can vary among individuals. As with other schemes, we will work with the VAWG team to ensure required measures are considered and implemented (e.g. street lighting improvements)</p>

Feeling of unsafety while waiting for the bus (longer periods on the street), inside the bus (increased levels of anti-social behaviour and stress) or being dropped from the bus (not knowing where one is)	Mitigations to be put in place to ensure that displaced traffic on boundary roads, specifically on Streatham High Road, does not increase bus journey times
Drivers will need to familiarise themselves with new interventions.	Assure clear signposting. Communication prior to implementation.
Reduction of accessibility to parking	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 roughly 53% of the population in the LTN.
Local businesses being impacted by increased traffic on Streatham High Road, reduced footfall and lower vehicle numbers parking close to their premises affecting trade.	Targeted engagement. Public realm interventions to support increase in footfall.
People unable to submit their feedback	Outcomes of sessions have fed directly into the updated EQIA and will be part of a more detailed report to be published alongside the decision on the permanency of the LTN. People can submit feedback through various channels: email, Councillors, meetings.
Materials not translated	Lambeth offers a translation service on request.
Reduction of vehicle access to local GP services	All local services are still accessible by vehicle. Targeted communication and engagement with local GP services and their service user base
Potential increase in traffic on other roads, including more pollution, road danger and speeding	Monitoring of the trial to confirm occurrence of displacement or not. Targeted measures on boundary roads to reduce exposure to air pollution, reduce speeds and improve crossing points.
Increase in journey times and consequently added stress to SEND children attending school in Lambeth, living in and outside of Lambeth. With specific impact to those attending the Maypole School on Culverhouse Gardens	Blue Badge Holder dispensation to one LTN filter in line with current exemption policy. Targeted measures on boundary roads to reduce exposure to air pollution and journey times.
Increase in travel time for bus services	LTN changes required to ensure the smooth flow of bus services of the A23.

	Targeted measures to improve bus speeds, including more bus lanes and reviewing signal timings.
Congestion on boundaries roads discouraging active travel	Street improvements on Leigham Court Road to be prioritised.
Future TFL road works on the A23	LTN changes required to ensure the smooth flow of bus services of the A23. Targeted measures to improve bus speeds, including more bus lanes and reviewing signal timings.

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

Following the statutory consultation period and the analysis of the findings, a report will be published 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
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