Equalities Analysis in Lambeth	
Proposal Title	**C-19 Response: Railton Low Traffic Neighbourhood**
Document Number	LAM-TS-EIA-RLTN-2
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Who will be involved in approving this decision?	Cllr Adilypour/Cllr Hashi

Document History		
Version	Date	Comments
1	04.08.20	Version 1 published
2	30.11.20	Amendments in line with ETO proposal
3	06.09.2021	Updated EQIA to accompany consultation

What is changing?

Temporary scheme:
Physical changes were introduced to streets across the Railton neighbourhood to reduce motor traffic volumes to create space for people to safely walk and cycle. Bus, walking and cycling only points were introduced to these streets specified below. Vehicles are able to drive to these points from one end of the road or the other but are not able to drive through. Low-cost adaptable features were used to introduce this change, allowing the Council to amend and improve these changes through working with the local community to understand improvement opportunities.

Changes apply to the following locations;

- Railton Road, between no. 239 and 243
- Railton Road, by Marcus Garvey Way

- Atlantic Road, between Vining Street and Coldharbour Lane
- Shakespeare Road North of the junction with Mayall Road
- St Matthews Road immediately outside the Tenants and residents hall
- Rattray Road, immediately south of junction with Jelf Road
- Dalberg Road, immediately south of junction with Jelf Road
- Trelawn Road, immediately east of junction with Effra Road

By reducing motor vehicle traffic it will make it safer and easier to social distance and provide safe walking and cycling routes. Around local businesses this will create space for local businesses to spill out.

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

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

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

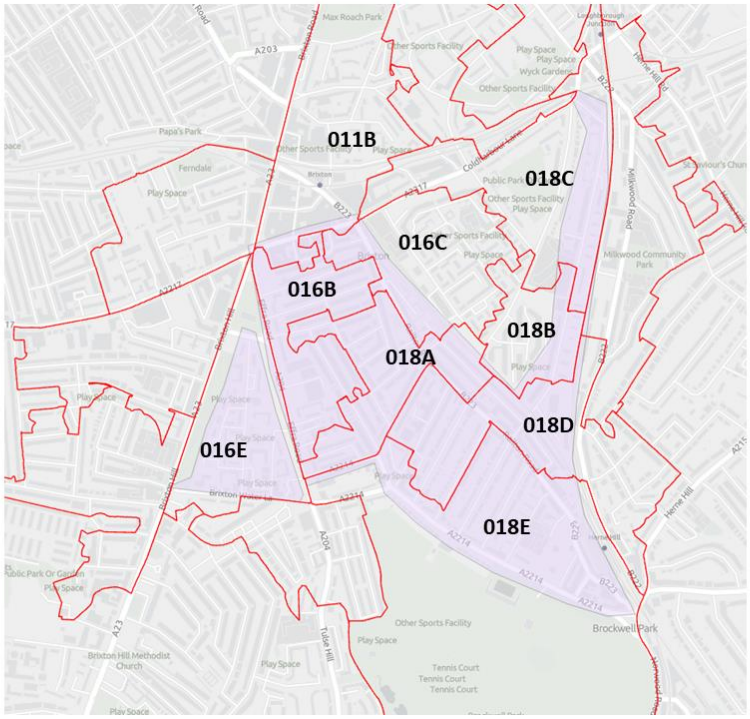
- Parking suspension
- Permanent road closure
- Footway extensions
- Highway and footway surface change
- Planting
- Sustainable Urban Drainage Systems
- Seating
- Play features
- Signage
- E-scooter/cycle parking

This EqIA will be updated considering such change.

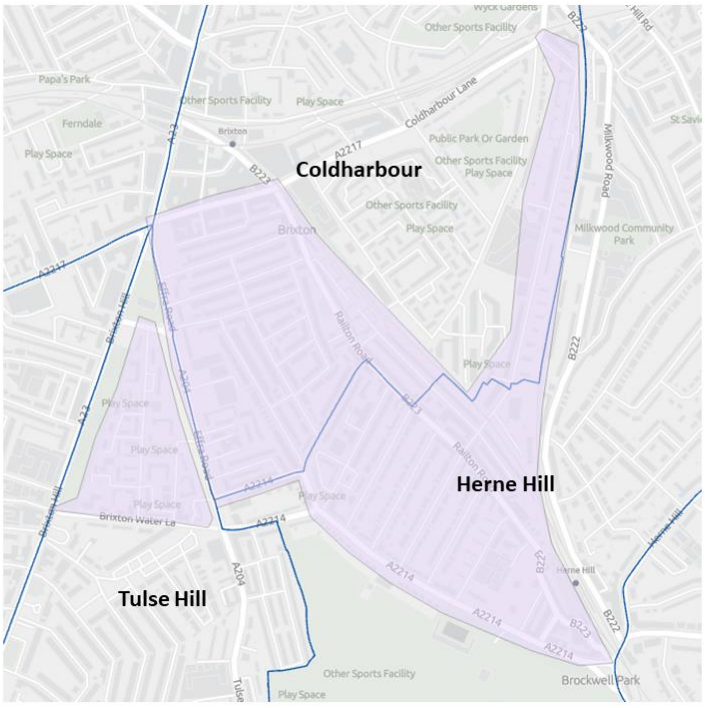
What do we know about the people who will be impacted by this change?

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

The Low Traffic Neighbourhood has been mapped against Lower Super Output Areas (LSOA) to give a detailed understanding of the demographic breakdown of residents living within and on the boundary of the scheme area. Data from each LSOA has been weighted to reflect the proportional area within the LTN. It is important to note this data does not give us an exact picture as there is not uniform dispersion to the data within each LSOA. The data for each LSOA is taken from the 2011 census, we are mindful there has been population change since this census:



Ward data has also been used to complement the data however, these statistics cover a much larger area than incorporated within the LTN:



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

Data by protected characteristic:

Sex:

Ward	Female	Male
Herne Hill	8,056	7,840
Coldharbour	8,598	8,425
Tulse Hill	8206	7,676

Nomis, mid year population estimates (2019)

Gender reassignment

Data Unavailable

Marriage and civil partnership

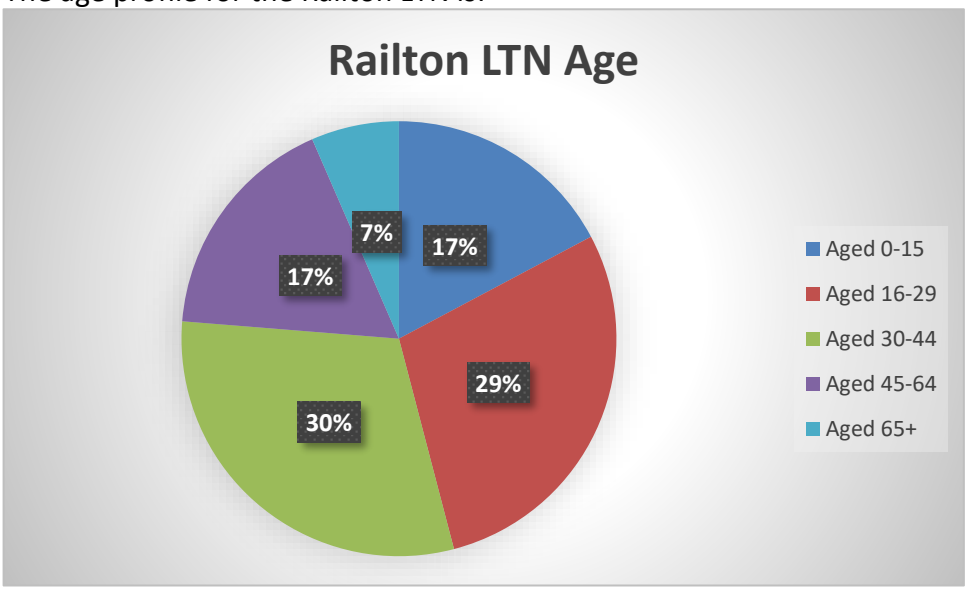
Data Unavailable

Pregnancy and maternity

Data Unavailable

Age:

The age profile for the Railton LTN is:



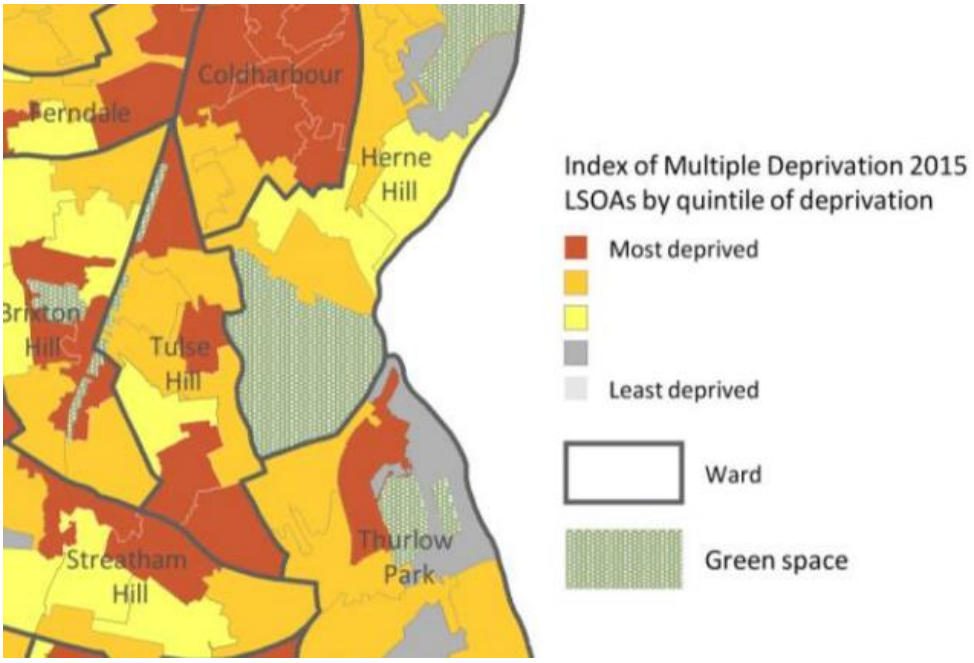
- 17% of the population are 15 or younger
- 76% of the population are 44 or younger
- 7% of the population is 65+ in line with the borough which has an 8% population 65+

There are several schools and youth clubs impacted by the Railton LTN:

Postcode	School/ Youth club/ Youth Service	Ages
SE24 0PZ	Evelyn Grace Academy	11- 18yo
SE24 0EL	St Judes CE	4-11yo
SW9 8UE	Hillmead Primary School	4-11yo

SW2 1PL	Effra Nursery School & Children's Centre	2-4yo
SE24 0LX	The German Kindergarten	2-5yo
SE24 0LP	Dexters Adventure Playground	0-21yo

Socio-economics:



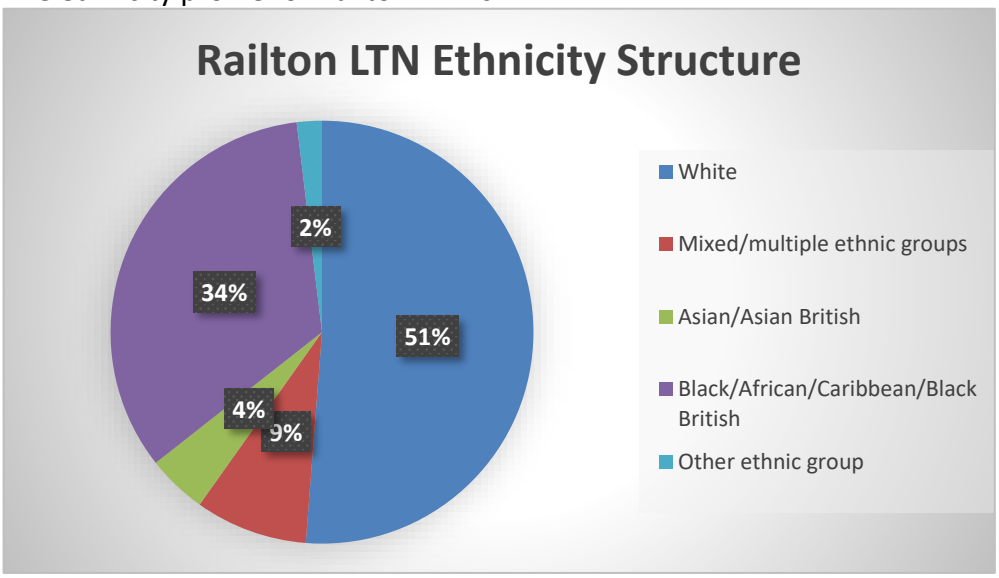
- 130 people per hectare within the Railton LTN
- There are 5282 addresses across the Railton LTN, including the houses directly on the boundary roads
- There are 610 social housing addresses within the Railton LTN

Car ownership

- 65% of households within the Railton LTN area do not have access to a private motor vehicle

Ethnicity:

The ethnicity profile for Railton LTN is:

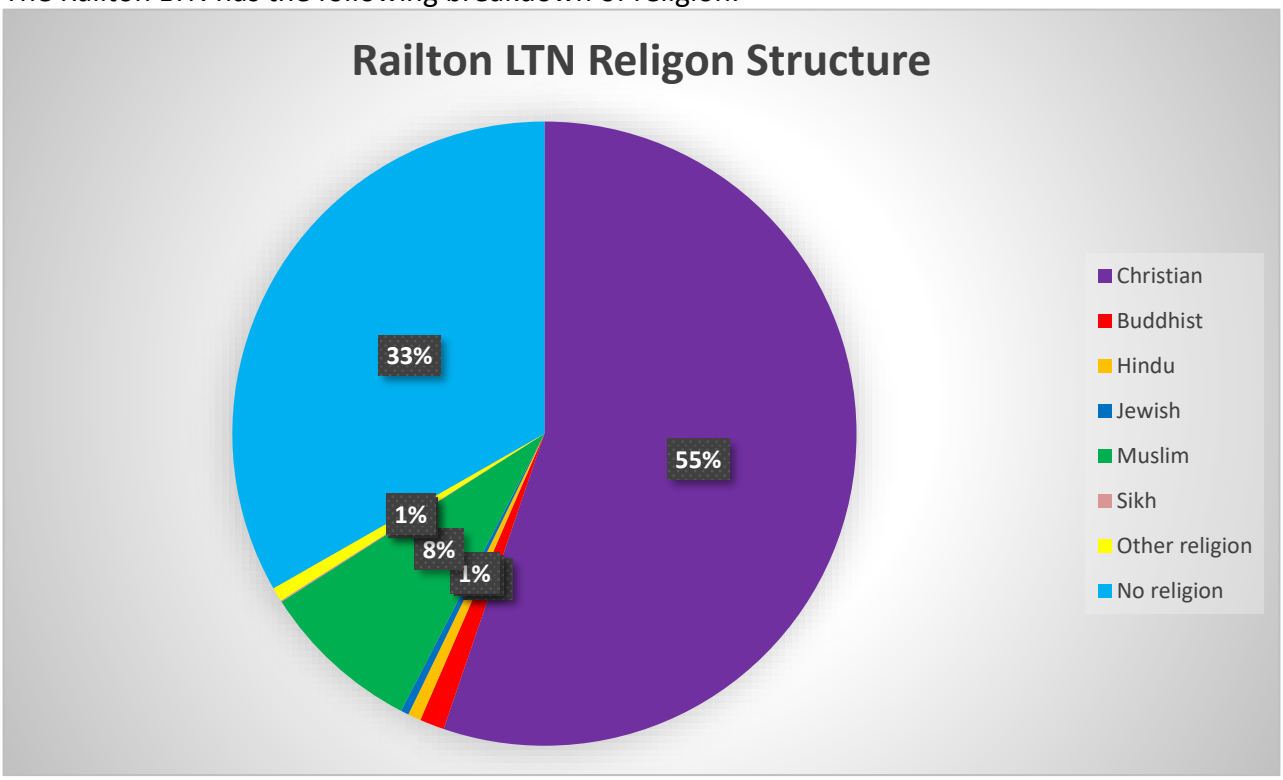


- This profile is largely in line with the borough's profile.
- 86% of households have at least one person aged 16 or over with English as a main language

- This is not spread evenly across the LTN with southern LSOAs around Herne Hill having higher percentage of households with at least one person aged 16 or over with English as a main language

Religion:

The Railton LTN has the following breakdown of religion.



- The most common religion within the Railton LTN is Christian
- The second most common is Muslim, the third most common is Buddhist

The following places of worship are located within the Railton LTN:

Disability and Health:

- 6% of people within the Railton LTN have day to day activities limited a lot
- 7% of people within the Railton LTN have day-to-day activities limited a little
- 87% of people within the Railton LTN are not limited in their day-to-day activities
- We currently have 626 blude badge holders registered within the Railton LTN (sentence about validity of that number)

There are several key health services in close proximity to the Railton LTN:

Postcode	Service
SE24 9JU	Brockwell Park Pharmacy
SE24 9HU	Fourway Pharmacy
SW9 8SA	Junction Pharmacy
SE5 9RS	Kings College Hospital NHS Foundation Trust

How will they be impacted by the change?

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

All groups (positive):

1. Improving equity in access to transport:

Around 65% of households within the LTN area do not have access to a private motor vehicle.

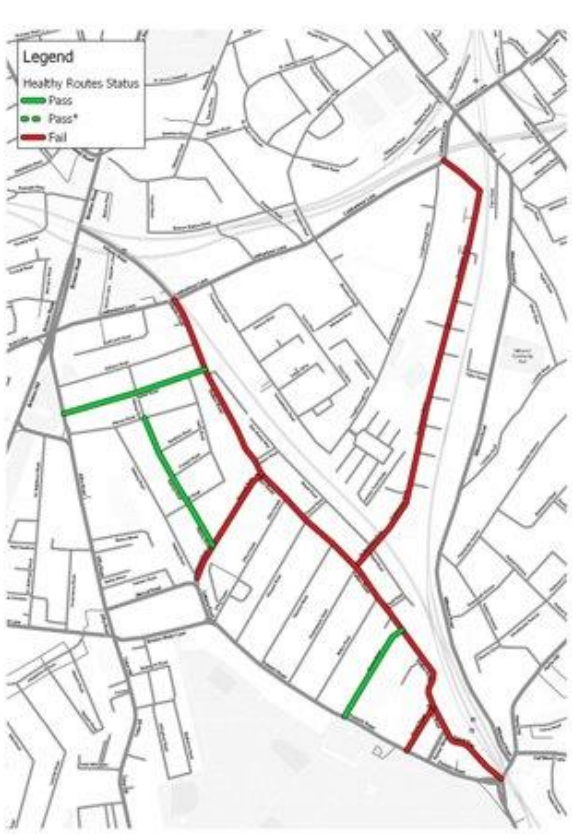
Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds is essential to improving equity in access to transport.

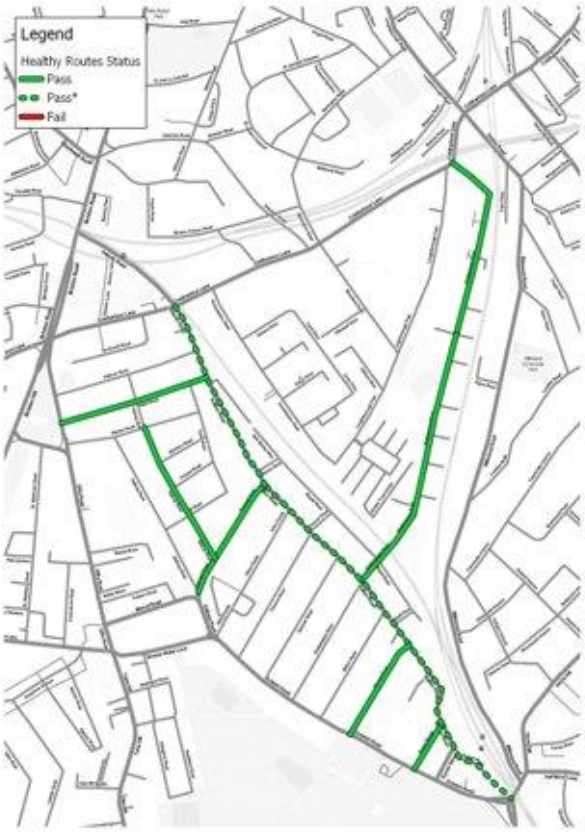
Monitoring Stage 1&2; update August 2021:

- Cycle flows have remained high within the LTN, particularly on Railton Road where they have nearly doubled **(+92%** additional daily cycles at the junction with Barnwell Road).
- Cycle flows are also moderately up on boundary roads such as Milkwood Road, Dulwich Road and Brixton Water Lane.
- They are significantly down on Effra Road, although baseline cycle flows here were very high (**-73%**). It is assumed that many people cycling on Effra Road have chosen Railton Road instead, as it now meets Healthy Route criteria.

The maps below show the pre-LTN and post-LTN Healthy Route pass/fail criteria

- Traffic has reduced on Shakespeare road enough to be added to our 'Healthy Routes Network' which means it is safer and ideal for walking and cycling





2. Traffic level change within the area:

Prior to implementation it was predicted streets within the Railton low traffic neighbourhood area, including the full length of Shakespeare Road, would see a significant reduction in traffic, especially when compared to pre-covid traffic counts.

2.1) Traffic level changes on surrounding area:

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

3. Coldharbour Lane
4. Milkwood Road
5. Dulwich Road
6. Brixton Water Lane
7. Effra Road
8. Tulse Hill

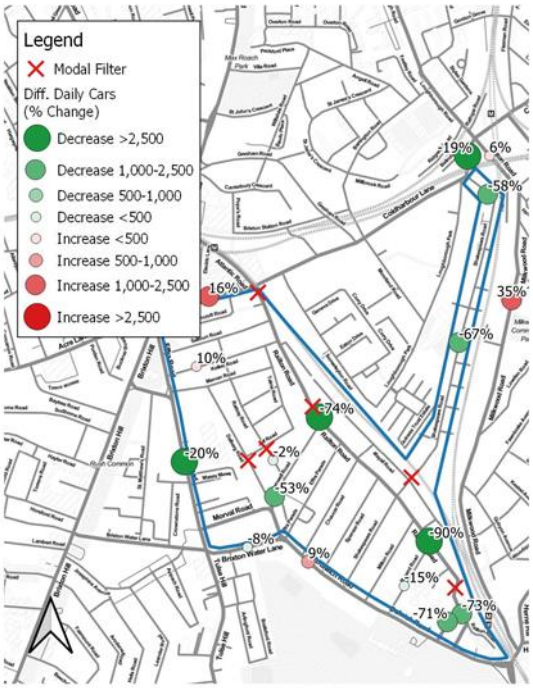
2.2) Mid-long term Traffic level change both within and on surrounding areas:

Projects comparable to this typically result in a conservative estimate of 10% traffic reduction across the broader area when compared with the baseline data. This reduction in traffic is associated with traffic evaporation as people use other modes of travel or change their journey patterns. TfL Cityplanner data shows that the area surrounding Brixton has some of the highest walking and cycling potential in London for short car based trips to be swapped to walking and cycling.

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

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

Monitoring Stage 1&2; update August 2021:



- The total number of motor vehicles within the LTN decreased by 63% and when including the boundary roads decreased by **18%.**
- The largest percentage decreases in car volumes were recorded on Railton Road with a decrease of roughly 75%. Shakespeare Road also saw a significant decrease as did Barnwell Road.
- On Rattray Road an introduction of a no entry preventing southbound vehicle access to Barnwell Road in (January 2021) has led to a reduction of car volumes to 2% lower than pre-LTN levels.
- Changes on the boundary roads are varied. Effra Road saw a decrease in car volumes as did Coldharbour Lane east by Loughborough Junction. However, car traffic increased on Coldharbour Lane west between Brixton Road and Atlantic Road, Milkwood Road and Dulwich Road.

3. Traffic Turning Movements:

Prior to the LTN turning movements into and out of the Railton neighbourhood area had a significant impact on safety and traffic flow, accounting for over 80% of collisions. Collision hotspots were evident at nearly all side road junctions off of Dulwich Road and Coldharbour Lane as a result of turning movements in and out of these side roads, and in particular the following junctions;

- Coldharbour Lane x Shakespeare Road
- Coldharbour Lane x Atlantic Road
- Dulwich Road x Hurst Road
- Dulwich Road x Shakespeare Road.

Significantly reducing the turning movements in and out of these side roads as this project will reduce the likelihood of collisions along these roads by removing the majority of movements that are responsible for these collisions.

4. Air Quality

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

- Air quality in London is improving five times quicker than elsewhere in the UK. London specific policies like the Ultra Low Emission Zone have delivered really big improvements in air quality.

- The Ultra Low Emission Zone is currently operating in central London. It will expand to include all roads within the north and south circular roads in October 2021, with big improvements to air quality anticipated across a much wider area.

Monitoring Stage 1&2, update August 2021:

- The LTN has had some impact on air quality and we expect to see more substantial changes over time.
- All the places where we analysed air quality that were classed as sensitive, such as outside schools and care homes, had air quality within legal air quality limits.

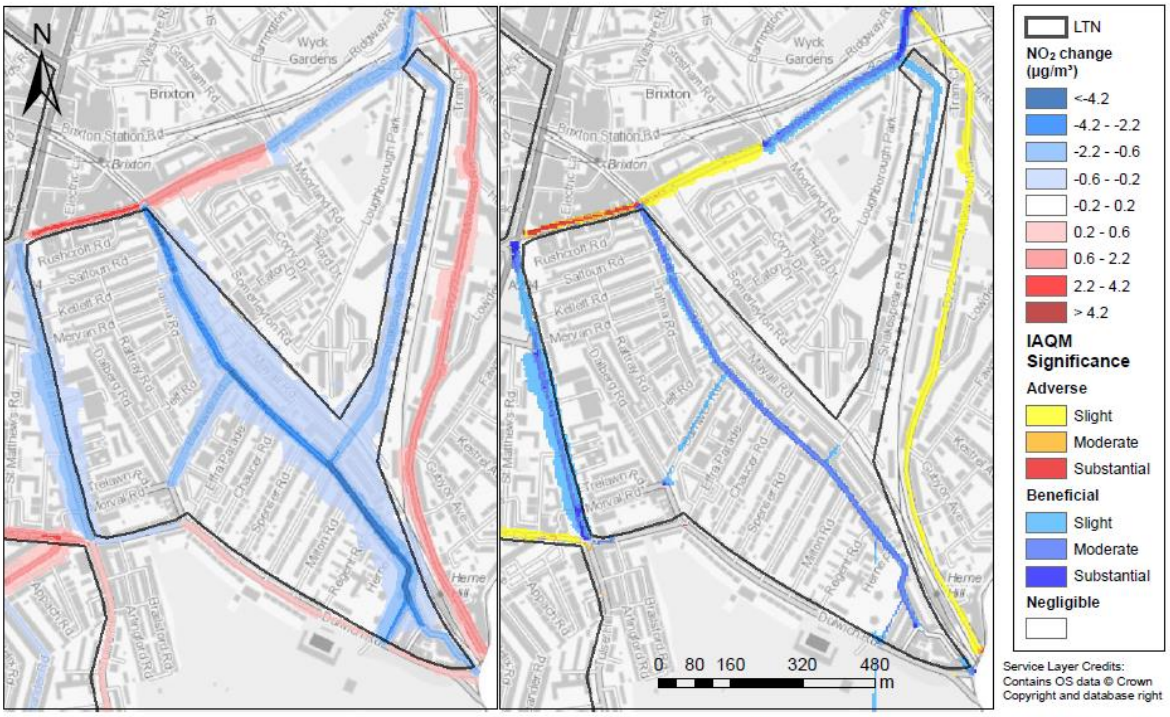


Figure 6.13: Difference plot (post-scheme minus pre-scheme) of annual average NO_2 concentrations coloured by EPUK IAQM concentration change bands (left) and EPUK IAQM impact descriptor plot coloured by EPUK IAQM significance criteria (right), Railton Road LTN

All groups (negative):

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

Impacts by Group:

1. Age

1.1) Positive:

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

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

1.2) Negative:

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

2. Disability:

2.1) Positive:

Much of current public realm, transport systems and road network are not accessible for disabled people, limiting where they can travel and by what means[1]. Low Traffic Neighbourhoods may therefore have positive impacts for some disabled people, particularly those who are able to benefit from measures that make active travel more accessible or whose journeys were affected by the higher levels of traffic in their local area before LTNs were introduced.

2.2) Negative:

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

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

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

3. Health:

3.1) Positive:

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

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

3.2) Negative:

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

[1] Pave the Way, *Transport for All*, (2020)

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

4. Gender reassignment:

No specific impacts identified

5. Marriage and civil partnership:

No specific impacts identified

6. Pregnancy and maternity:

6.1) Positive:

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

6.2) Negative:

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

7. Race and ethnicity:

7.1) Positive:

Car ownership is highest among white Londoners (43%) in comparison to only 30% of Black Londoners. The proposal is expected to have positive impacts for some Black, Asian and Multi Ethnic groups. Black, Asian and Multi- Ethnic groups are over-represented in indices of deprivation and more likely to be exposed to transport related harmful impacts, such as traffic collisions and poor air quality and health inequalities related to inactive lifestyles. By reducing traffic within the LTN areas, Black, Asian and Multi- Ethnic groups residents and those travelling through the LTNs are expected to benefit from improved road safety and improved air quality.

7.2) Negative:

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

8. Sex:

8.1) Positive:

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

8.2) Negative:

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

9. Sexual orientation:

No specific impacts identified

10. Socio-economic status

10.1) Positive:

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

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

10.2) Negative:

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

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

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

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

Negative Impact:	Mitigations:
Journey times are increased for those reliant on motor vehicles (including taxi services), making some trips unachievable.	• Exemption policy
Journey times are increased for those delivering a service to the area i.e. health and care workers, taxis	• Exemption policy • Navigation System updates
Changing travel patterns feels too difficult, reducing peoples' travel and independence	• Communication • Active travel planning

	• Public realm improvements • Gradual enforcement
Local businesses are impacted by lower vehicle numbers passing their premises, affecting trade.	• Communications • Public Realm Improvements
Lower vehicle numbers reduce feelings of safety on certain roads and routes	• Public realm improvements
Displaced traffic increases noise and air pollution	• Improvements to boundary roads
Displaced traffic reduces safety cycling and walking	
LTN increases anti-social behaviour through frustration and aggressive driving	• Communication • Gradual enforcement – • Navigation System updates
Vandalism of LTN reduces safety and creates confusion in the street space	• Vandalism urgent response work by the council and MPS
Lack of engagement prior to and during implementation causing community division	• Enhanced communication
Signage and GPS systems aren't clear	• Navigation System updates
Mitigation Details:	
Exemption Policy	• Exemption from relevant traffic filters for Blue badge holders, accessible transport and specified healthcare providers on application to the council • Exemption from relevant traffic filters on application for Taxis and fully accessible private hire vehicles
Navigation Systems	• Navigation Systems updated with the latest information via the One Network system. • Improve signage and wayfinding for walking and cycling routes
Communication	• Regular and accessible information on the LTN closures and the decision-making process. • Production of a film • Introduction of a newsletter • Introduction of online question and answer sessions • FAQs on auto-response • Commonplace update • Pre-consultation survey for oganisations

Active Travel Planning	• Comprehensive programme of activities across the borough to give people the support, skills, confidence and means to access walking, cycling and public transport as an alternative to private motor vehicle use, including: • Cycle Training (bikeability training for all LTN schools) • Bikes, Cargo bikes, Adapted cycles tryouts Active Travel Festivals (1 per LTN)
Public realm improvements	• Improvements to the pavements, kerbs and roads that make it easier to walk or use mobility aids in the LTNs through street audits and engagement • Measures outside businesses to encourage footfall
Gradual enforcement –	• Schemes were in place during the trial phase for a considerable period before enforcement began to enable people to adjust to changes. Warning letters sent for two weeks after enforcement began to notify those still passing through the closures.
Improvements to boundary roads:	**Short-term:** • Monitoring flows and congestion • Managing roadworks • Reporting issues to TfL • TfL- upgrades to improve cycling and walking on A23 **Medium-term**: • Signal timing reviews • Monitor impacts of expanded ULEZ • Supporting measures like greenscreens for schools and community buildings along busier roads **Long-term:** • Further improvements to bus fleet • Electrification / zero emissions vehicles • Part of a wide mode shift to walking and cycling

	• Commitment to carbon-neutral by 2030
Vandalism Working Group	• Collaborative effort between Lambeth Council and Met Police
Appeal Process	• Ensures fair and transparent in application of the law
How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?	
Monitoring, analysis and scheme improvements will take place at 3 stages as described above. This EQIA has been updated with information gathered through the monitoring and engagement process and this will be used to inform any decisions on changes to the scheme. The Lambeth Council Traffic Manager will be responsible for the review of benefits, impacts and improvements required over the lifecycle of the project.	
Section to be completed by Sponsor/Director/Head of Service	
Outcome of equality impact assessment	The EQIA identifies a number of positive and negative equalities risks across several characteristics. This has been informed by engagement with residents and the council's monitoring of the Railton LTN. The EQIA also lists the mitigations that have been developed to address these risks. The implementation of these mitigations will be monitored through the council's programme steering group.