

# Equalities Analysis in Lambeth

Proposal Title \*

COVID-19 School Streets Implementation

Author

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Please provide name of lead author and/or those within project team who may be required to contribute to this assessment

Who will sign off the assessment?

Neil Fenton

Please indicate who will be involved in approving this assessment. This will need to be signed off by the Director

Q1a. What is changing?

The COVID-19 School Streets response will implement timed road closures around schools, restricting vehicle access to school gates during drop off and pick up times and reclaiming space to create protected pedestrian and cycle zones. All vehicles, except those that are exempt, will be restricted from entering the School Street pedestrian and cycling zones while in operation. Each scheme is operational between the hours listed in Appendix A, Monday to Friday during term time only. Times are indicated by traffic signs. School Streets aim to create safer and more pleasant environments outside each school, discouraging travel to school by car and promoting walking, cycling and scooting, achieving health outcomes for the school and local community.

Due to COVID-19, school gates are key locations for potential viral transmission and it is expected that School Streets will help to support safer and easier social distancing, helping to mitigate this risk while helping to enable journeys that may no longer be suitable for public transport. The changes described will allow each school and resident community access to the reclaimed space on the road, changing the way the streets are used. It is hoped that this new use of space by the school and community will reinforce messaging around social distancing and support active travel. This is supported by The Transport for London Streetscape Plan Supplementary Guidance on School Streets, which states: 'as children and young people return to early years, school and further education settings, government guidance remains in place on social distancing'.

Reducing traffic from the school gates will also help to tackle air pollution, which is a significant problem for children and pregnant women. Children are particularly vulnerable to the effects of air pollution and, in the context of School Streets, recent studies have indicated that increases in particulate matter (PM2.5) can make individuals more susceptible to the effects of COVID-19, increasing the mortality rate. This is therefore a public health priority. Removing congested traffic and idling vehicles from the immediate vicinity of the school entrance, while creating an environment that encourages families to travel to school more actively, may have positive health outcomes for the school community. It is hoped that increased safety and reduced convenience for those driving will encourage more children and parents to walk, cycle and scoot to school. A guiding principle of this strategy is health; focusing on people rather than traffic and encouraging healthier travel habits when families return to school, creating spaces in which the community can effectively socially distance.

Changes will apply to the following locations:

- Christ Church C of E Primary School - Cotherstone Road will have restricted vehicle access at the junctions of Christchurch Rd and Holmwood Gardens

- Elm Wood Primary School - Carnac Street will have restricted vehicle access at the junctions of Clive Rd and Hamilton Rd
- Hitherfield Primary School - Hitherfield Road will have restricted vehicle access at the junctions of Leigham Vale and Mount Nod Rd
- Julian's Primary School - Wolfington Road will have restricted vehicle access at the junctions of Knight's Hill and Casewick Road
- Lark Hall Primary School - Smedley Road and Gaskell Street at the junction of Union Road will have restricted vehicle access
- St John's Angell Town Primary School - Angell Road will have restricted vehicle access at the junction of Angell Park Gardens
- St Luke's C of E Primary School - Linton Grove will have restricted vehicle access at the junctions of Elder Road and Basil Gardens
- St Mary's RC Primary School- Crescent Lane will have restricted vehicle access at the junction of Worsop Drive
- Telferscot Primary School - Telferscot Road will have restricted vehicle access at the junctions of Burnbury Road and Emmanuel Road
- The Orchard Primary School - Cotherstone Road will have restricted vehicle access at the junctions of Christchurch Rd and Holmwood Gardens
- Van Gogh Infant's School - Cowley Road will have restricted vehicle access at the junctions of Eleanor Road and Cancell Road
- Van Gogh Primary School - Hackford Road will have restricted vehicle access at the junctions of Hillyard Street, Morat Street and Southey Road
- Walnut Tree Walk Primary School- Fitzalan Street and Walnut Tree Walk will have restricted vehicle access at Kennington Road and Lambeth Walk
- Woodmansterne School - Stockport Road will have restricted vehicle access at the junctions of Churchmore Road and Greenock Road
- Archbishop Sumner CE School - Wincott Street will have restricted access at the junction of Kennington Road and Gilbert Road. Kempford Road will have restricted access at the junction of Reedworth Street
- Bonneville Primary School - Bonneville Gardens will have restricted access between the junctions of Abbeville Road and Elms Crescent
- Granton Primary School - Granton Road will have restricted access between the junctions of Farmhouse Road and Meadfoot Road
- Stockwell Primary School - Burgoyne Road will have restricted vehicle access at junction of Combermere Road
- Henry Cavendish Primary School (Balham) - Hydethorpe Road will have restricted access between the junctions of Cavendish Road and Pentley Road

Scholars Road will have restricted access between Emmanuel Road and Hydethorpe Road

- Reay Primary School – Hackford Road will have restricted access between the junctions of South Island Place and Caldwell Street. Mowll Street will have restricted access at the junction of Brixton Road

As a result of these changes, motor vehicle journeys around the schemes may change in a range of ways. Depending on how traffic movements change there are different potential equality impacts and benefits to be considered.

The EIA will be reviewed and updated at key milestones as the project progresses and is expanded on, with the introduction of additional schemes and installation of ANPR cameras.

What is the most significant or key change taking place? Can you indicate the type of change in your response (e.g. policy/decision/strategy/ service/procedural/ geographic/procurement etc.) so it is clear what is being equalities assessed? Why is this change happening? What do you aim to achieve? Can you clearly indicate what decision-makers are being asked to take a decision on?

Read more



Q1b. Who will be involved in approving this decision?

Legal, Democratic Services, Finance, Strategic Director, Cabinet

Who else will be involved in signing-off this decision?

Read more



## Q2a. What do we know about the people who will be impacted by this change?

Children, families and staff of each school, as well as residents and businesses within the School Streets Pedestrian and Cycling zone.

The projects are located within the wards listed and any specific demographic or protected characteristics to consider are described below. Whilst these details cover much larger geographic areas than the School Streets that have been implemented, this information is the best available data to understand local demographic trends across each area.

Source:

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

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: [here: https://www.lambeth.gov.uk/sites/default/files/co-transport-strategy-equalityimpact-assessment.pdf](https://www.lambeth.gov.uk/sites/default/files/co-transport-strategy-equalityimpact-assessment.pdf)

### **Bishop's**

#### **School Streets within Ward: Walnut Tree Walk Primary School, SE11 6DS**

Bishops is the least residential ward. It has lowest ward population (11,400), with a low proportion of children – over 80% of residents are working age, with a nearly half born outside UK. It has the highest number of jobs and the highest employment per head of resident working age population. There is a low rate of residents on Employment Support Allowance, compared to other wards. It has the lowest rate of households with no adults in employment with dependent children.

Health outcomes, such as life expectancy, are typical of the borough, although the rate of reception year obesity is amongst the highest in the borough.

Bishop's ward has a low rate of working age benefit claimants (Nov 2014), a low rate of out of work claimants, and a low rate of claimants aged under 25.

Although the riverside areas are affluent, household income in most of the rest of the ward is comparable with the borough as a whole. Housing tenure is similar to the borough as a whole – 21% home owners, 42% Social rented, 34% private rented. It has the highest proportion of flats, and house prices are high – 30% of dwellings are in council tax bands F, G or H. It is not one of Lambeth's most deprived wards.

Bishop's has the highest ward crime rate (Sept 2015) – this may be connected to large numbers of people at Waterloo Station and the South Bank.

### **Brixton Hill**

#### **School Streets within Ward: Christ Church Streatham CE Primary School, SW2 3NF and The Orchard Primary School, Cotherstone Road, SW2 3ES**

Brixton Hill has one of the largest ward populations in the borough (16,600). The age profile is in line with the borough as a whole, although there are a large number of working-age people. It has one of the highest population densities in the borough, and it has the lowest female life expectancy. Population density is average for the borough. Median household income is average for the borough.

The ward has a high employment rate, and number of residents in employment. Brixton Hill has an average rate of working age benefit claimants (Nov 2014), an average rate of out of work claimants, and an average rate of claimants aged under 25. Dependent children in out-of-work households, households with no adults in employment with dependent children and lone parents not in employment. A fifth (20%) of households are working age people sharing accommodation (i.e. not living as a family). Although the area near Kings Avenue is affluent, most of the rest of the ward is in line with the borough average, and areas like Blenheim Gardens and Roupell estate are poorer. Tenure is in line with the borough as a whole (Owner occupied 33%, Social Rented 33%, and private rented 32%). Around three-quarters of household spaces are flats, which is about average for the borough. The crime rate is average for Lambeth (2015).

### **Clapham Common**

#### **School Streets within Ward: Bonneville Primary School, SW4 9LB and St Mary's RC Primary School, SW4 9QJ**

The ward population is fairly low for the borough (13,600), and the age profile in line with the borough overall. It is the most affluent ward in the borough. The affluent areas such as Crescent Lane close to Clapham Common are among the most well off in the borough. Over a quarter of the ward is open space.

It has the highest house prices, and a quarter of dwellings are in council tax F, G or H. Owner occupation is high (42% of households) - social renting (24%) and private renting (34%) are average for the borough. Only the area around Notre Dame and Cairfax estates is below the Lambeth average household income. A fifth (21%) of households are working age people sharing accommodation (i.e. not living as a family). It has the lowest proportion of residents from ethnic minorities.

The ward has the highest proportion of White British residents, and few black Caribbean residents, and the lowest proportion of households where no one speaks English as their first language. It has the lowest ward unemployment rate, low rates of benefit claimants, and the lowest rate of dependent children in workless households. It has the lowest proportion of residents with no qualifications, and highest proportion of graduates. The crime rate is average for Lambeth (2015).

## **Coldharbour**

### **School Streets within Ward: St John Angell Town Primary School, SW9 7HH**

Coldharbour has a large population compared to other wards (16,600). It has a young age profile, with a high proportion of children aged 0-15. It is the poorest ward in the borough. Many children in reception year are obese and there are many ambulance call outs for alcohol related illness. It has the highest proportion of people from ethnic minorities, and a high proportion of people not born in UK. 4.8% of Coldharbour residents speak an African language as their first language, and 4% speak Portuguese.

Coldharbour has the highest proportion of Black Caribbean residents, and the highest proportion of Black African residents. Less than a quarter of residents are White British. Much of the ward is in the 10% most deprived in England. Much of the wards is less affluent estates, such as the Loughborough, Hertford, Angell Town and Moorlands estates. It has the highest proportion of social rented households (60%, compared to 22% private rented and 16% owner occupation). There is a high percentage of dwellings in council tax bands A or B. Only the southern part near Brockwell Park has household income above the Lambeth average. It has the lowest employment rate in the borough.

Coldharbour has a high rate of working age benefit claimants (Nov 2014), a high rate of out of work claimants, and a high rate of claimants aged under 25. It has the highest proportion of dependent children in out-of-work households and the highest proportion of households with no adults in employment with dependent children. There is a high proportion of lone parents not in employment, and of residents with no qualifications. The crime rate is high for Lambeth (2015).

## **Ferndale**

### **School Streets within Ward: Stockwell Primary School, SW9 9TG**

Ferndale is a mixed ward, with affluent areas around Clapham High Street and less affluent areas such as the Stockwell Park estate. Ferndale is the ward in Lambeth with the smallest percentage of open space, and the highest population density. The ward's population is average for Lambeth (16,400), and it has the highest percentage of working-age people and the lowest percentage of older people.

Private renting is common in the ward at 34% of households, and there are average levels of owner occupation (26%) and social renting (37%). A quarter of households are working age people sharing accommodation (i.e. not living as a family). Employment and registrations of migrant workers are average for the borough. 5% of Ferndale residents speak a Portuguese as their first language. There is also a high proportion of residents with graduate level qualifications.

Ferndale has an average rate of working age benefit claimants (Nov 2014), a low rate of out of work claimants, and a low rate of claimants aged under 25. Dependent children in out-of-work households are average for the borough. There is a high proportion of children in reception year and year 6 who are obese. The crime rate is high for the borough (2015).

## **Gipsy Hill**

### **School Streets within Ward: Elm Wood Primary School, Norwood, SE27 9RR**

The ward population is average for Lambeth (13,900), with a high proportion of children and young people. Population density is low. There is a high proportion of Black Caribbean residents, and a low proportion of residents whose first language is not English.

This is a mixed ward, from affluent areas around South Croxted Road to poorer areas such as the Central Hill estate. There is a high proportion of semi-detached houses and a high proportion of dwellings in council tax bands C, D or E. Housing tenure is average for the borough (owner occupied 37% of household, social rented 36%, private rented 24%). Gipsy Hill has a high rate of working age benefit, housing benefit, employment support and JSA claimants. The crime rate is average for Lambeth (2015)

## **Knight's Hill**

### **School Streets within Ward: Julian's Primary School (West Norwood site) SE27 0J and St Luke's Primary School, SE27 0DZ**

The ward population (15,200) is average for Lambeth. There is a high proportion of children aged 0- 15 and a high proportion of older people. There is a high proportion of Black Caribbean residents. Both

male and female life expectancy are low. The most affluent parts of the ward are near St Julian's Farm Road, and there are less well-off areas such as the Holderness, Woodvale and Portobello estates.

Knight's Hill has a high proportion of detached and semi-detached houses, and the lowest proportion of flats. Owner occupation is high (43% of households), whilst social renting (31%) and private renting (25%) is average. There is a high proportion of dwellings in council tax bands C, D or E.

There is a high rate of working age out-of work benefits claimants, although housing benefits and employment support are average. Workless households with dependent children are high. There is a low proportion of residents with degree level qualifications. The crime rate is low for Lambeth (2015).

## **Larkhall**

### **School Streets within Ward: Lark Hall Primary School, Stockwell, SW4 6PH**

Larkhall has the highest ward population in Lambeth (18,000), and has a high population density. There is a large working age population, with the highest number of working age people in employment, although the age profile does not differ markedly from the borough as a whole. A fifth (22%) of households are working age people sharing accommodation (i.e. not living as a family). There is a high number of jobs in the area, a high rate of NI registration of non-Uk workers, and a high rate of employment per head of resident working age population. Median household income is in line with the borough average.

There is a high rate of people with degree level qualifications. Larkhall has an average rate of working age benefit claimants (Nov 2014), an average rate of out of work claimants, and a high rate of claimants aged under 25. Children in benefit households and lone parents not in employment are in high compared with the borough average. Tenure is in line with the borough as a whole (owner occupiers 25% of households, social rented 41%, and private rented 30%). Almost 85% of dwellings are flats. High proportion of households without English as main language. 5% of Larkhall residents speak Portuguese as their first language. Affluent areas include the area around Larkhall Rise & Chelsham Rise, and Landor road. Poorer areas include the Larkhall, Gaskell Street, and Springfield estates. Life expectancy and childhood obesity are in line with the borough average. 2015 crime rate is average for Lambeth.

## **Prince's**

### **School Streets within Ward: Archbishop Sumner Primary School, SE11 4PH**

Princes has a population of 15,400, which is average for Lambeth wards. There many people aged 65+ - almost 10% of the population, compared to 7.5% for Lambeth as a whole. There is a large working age population. Low fertility rate. Life expectancy and Childhood obesity are e in line with the borough average.

Princes is a mixed area, with both affluent areas, such as Kennington Lane, Kennington Road & Walcot Square, and poorer areas such as the Cottington Close, Cotton Gardens and Knights Walk Estates. It is not one of the most deprived wards in Lambeth. There is a high number of jobs in the ward, and high employment per head of population. National Insurance registrations of migrant workers is also high. Median Household income is average for London.

Prince's ward has an average rate of working age benefit claimants (Nov 2014), a high rate of out of work claimants, and an average rate of claimants aged under 25. It has a high population density: the ward has a high number of household spaces, 85% of which are flats. Almost half - 47% - of households are social rented, and there is the lowest rate of private renting (20% of households). Home ownership is average for Lambeth at 27%. Nearly 40% of dwellings in council tax bands A or B, which is high.

The percentage of BME people, people not born in UK and of households with no-one where English is first language are average for the borough. A high proportion (3.5%) of Princes' residents speak an African language as their first language. Crime in Prince's is average for Lambeth (sept 2015).

## **Streatham South**

### **School Streets within Ward: Granton Primary School, SW16 5AN and Woodmansterne Primary School, SW16 5UQ**

The ward population (14,750) is average for the borough. It has the oldest age profile in Lambeth, with over on in ten of the population aged 65 or over. The ward borders on Mitcham, and is closer to an Outer London suburb than other places in Lambeth. Over a quarter of the ward is open space, and the area near Streatham Common is significantly more affluent than the rest of the wards. There is a high proportion of people from ethnic minorities, especially Asian residents – the ward has a larger Asian population than other parts of the borough. Countries of birth for residents born outside UK include Africa (11% of residents), Poland (7%), India and Pakistan (6%), Jamaica (4%) and South America (2%); % English is First Language of no one in household high (rank 2) 7% of Streatham South residents speak Polish as their first language. It has the most detached and terraced houses, the fewest flats, and the lowest percentage of dwellings in council tax bands A or B. It has the highest rates of owner occupation (53%) -social housing (15%) and private rented (29%) are average. Benefit claimant rates – out of work benefits, housing benefits, employment support and job seekers allowance – are all average. The crime

rate is average (sept 2015)

## **Streatham Wells**

### **School Streets within Ward: Hitherfield Primary School, SW16 2JQ**

The ward population average (15,250) and the age profile is typical of Lambeth as a whole. Diversity – non-white UK residents, people born outside UK and households without anyone who speaks English as a first language – are all average for the borough. 6% of Streatham Wells residents speak Polish as their first language. There is a high proportion of detached houses. The most affluent area is around Streatham Common, and the least well off areas are the Sackville and Streatham Hill estates. Private renting is very prevalent (35% of households, compared to 41% owner occupiers and 21% social renting). Rate of benefit claimants – working age work benefits, housing benefit, employment support and job seekers allowance – are all average. The crime rate is low for Lambeth (2015).

## **Thornton**

### **School Streets within Ward: Telferscot Primary School, SW12 0HW and Henry Cavendish Primary School (Balham site) SW12 OJA**

Thornton has an average ward population (14,000), and the age profile is in line with the borough as a whole. Affluent areas include Emmanuel Road and Cavendish Road. The Clapham Park estate is the poorest part of the ward. Life expectancy is the highest in the borough. Employment is average for the borough. It has a low JSA claimant rate, and the lowest rate of incapacity benefit. Housing tenure is average for the borough (owner occupied 38% households, social rented 40%, private rented 21%). The crime rate is the lowest in the borough (2015)

## **Vassall**

### **School Streets within Ward: Reay Primary School, SW9 OEN, Van Gogh Primary School (Mostyn Site) SW9 6HF and Van Gogh Primary School (Hackford Site) SW9 ORD**

The ward population is average for Lambeth (15,600), and the age profile is in line with the borough as a whole. Over a half of residents are from ethnic minorities. There is a high proportion of Black Caribbean residents and around a third of residents are white British. 3.5% of Vassall residents speak an African language as their first language. Over half of households are social rented (53%) compared to 23% home owners and 22% private rented. The Cowley estate is one of the poorest areas of the borough. Only the area around Slade Gardens and Durand Gardens has above Lambeth average household income.

Overall, median household income is low. Vassall has a high rate of working age benefit claimants (Nov 2014), a high rate of out of work claimants, and an average rate of claimants aged under 25. Although employment rates are average for the borough, there is a high rate of dependent children in out of work households. Female life expectancy is high, male life expectancy is average. There is a high rate of children in reception year and in year 6 who are obese. The crime rate is average for Lambeth (2015)

## **COVID Related Equality Considerations**

Lambeth's COVID-19 School Streets response is intended to enable children and families to travel actively and safely to school and minimise the risk of infection and virus transmission at the school gates during the pandemic. We have also considered the equalities evidence base for COVID-19 in the UK to help think about the risk and benefits of these interventions. There are several ways in which risks and outcomes as a result of COVID-19 differ relative to protected characteristics as identified by this study of August 2020 by Public Health

England:[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/908434/Disparities\\_in\\_the\\_risk\\_and\\_outcomes\\_of\\_COVID\\_August\\_2020\\_update.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908434/Disparities_in_the_risk_and_outcomes_of_COVID_August_2020_update.pdf)

This study presents interim findings and this EqIA will need to be reviewed in light of further research to be released later in the year.

## **Age**

Lambeth has a relatively young age profile compared to both the whole country and other areas of London. A growing number of residents are aged between 20 and 44 and this group now represents over half of the population. Only 8 per cent of people are aged 65 or over, a proportion that has been reducing. Lambeth's age profile is projected to remain relatively young.

Diagnosis rates for COVID-19 increased with age for both males and females. When compared to all-cause mortality in previous years, deaths from COVID-19 have a slightly older age distribution, particularly for males.

## **Socio-economics and deprivation**

Lambeth combines areas of affluence with severe poverty and deprivation. People who live in deprived areas have higher diagnosis rates and death rates than those living in less deprived areas. The mortality

rates from COVID-19 in the most deprived areas were more than double the least deprived areas, for both males and females. This is greater than the inequality seen in mortality rates in previous years, indicating greater inequality in death rates from COVID-19. High diagnosis rates may be due to geographic proximity to infections or a high proportion of workers in occupations that are more likely to be exposed. Poor outcomes from COVID-19 infection in deprived areas remain after adjusting for age, sex, region and ethnicity, but the role of comorbidities requires further investigation.

### **Ethnicity**

Lambeth has a more ethnically diverse population than the rest of the capital. Areas north east of Brixton have high ethnic minority populations.

People from Black ethnic groups were most likely to be diagnosed. Death rates from COVID-19 were highest among people of Black and Asian ethnic groups. This is the opposite of what is seen in previous years, when the mortality rates were lower in Asian and Black ethnic groups than White ethnic groups. Therefore, the disparity in COVID-19 mortality between ethnic groups is the opposite of that seen in previous years. An analysis of survival among confirmed COVID-19 cases and using more detailed ethnic groups, shows that after accounting for the effect of sex, age, deprivation and region, people of Bangladeshi ethnicity had around twice the risk of death than people of White British ethnicity. People of Chinese, Indian, Pakistani, Other Asian, Caribbean and Other Black ethnicity had between 10% and 50% higher risk of death when compared to White British.

These analyses did not account for the effect of occupation, comorbidities or obesity. These are important factors because they are associated with the risk of acquiring COVID-19, the risk of dying, or both. Other evidence has shown that when comorbidities are included, the difference in risk of death among hospitalised patients is greatly reduced.

What does your information tell you about the people who will be affected by this change? Are protected groups impacted? What information do you hold on the protected characteristics of the people affected by the change? (Age, disability, gender reassignment, pregnancy and maternity, race/ethnicity, religion or belief, gender, sexual orientation, health, socio-economic, language) Are there any gaps or missing information?

Read more



## **Q2b. How will they be impacted by the change?**

It is hoped that the changes will have a positive impact for the school and local community by creating a safer, calmer and friendlier environment for children and families arriving at school and helping to facilitate social distancing and reduce road danger; making walking, cycling and scooting attractive options of travelling.

Impacts are thought to be minimal, but the following factors explore how groups and travel behaviour may be affected.

### **Impacts by Group**

Lambeth staff will communicate extensively with each school before their scheme is implemented, identifying any potential groups that may be potentially adversely impacted. All local residents, businesses and organisations will be written to, including engagement with local groups, care homes and individuals. Any concerns can be communicated directly with Lambeth staff through the dedicated School Streets mailbox and exemptions may be able to be provided in special circumstances to ensure the schemes are inclusive and do not create barriers to those with protected characteristics.

For example, exemption could be given to an SEN home to school bus which may need to collect a child living within a School Street or to a carer who may need daily access to a residence within the School Street. This will be in line with the developing Exemption Policy which is shared with the Low Traffic Neighbourhood team and this communication will take place through the dedicated School Street mailbox.

It is anticipated that School Streets will make roads within each zone safer for all vulnerable road users, including children, pedestrians and cyclists.

### **Age**

Older people experience a higher risk from COVID-19 and therefore social distancing is a particularly important factor. The proposal is expected to improve the ability to maintain social distancing by creating more street space outside of participating schools that can be used by the whole community, including those without access to motor vehicles. Conversely, 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, but

the impact is expected to be limited and outweighed by improvements to safety, air quality and ability to socially distance. 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.

## **Disability**

Exemptions apply to all residents who have a vehicle registered to an address within a School Street zone. This includes any residents who may have disabilities.

Much of current public realm / road network has the effect of excluding disabled people and the proposal seeks to address this by creating a more inclusive street environment. Reducing road danger also has the potential to enable more people to participate in active travel. For example, cycles can improve mobility and access for disabled people, many of whom do not have access to motor vehicles.

If individuals do not have a Blue Badge, additional exemptions may be considered in special circumstances. For example, to allow a SENCO bus to collect a child from a residence within a School Street.

A comment from the engagement process for raised a concern that parents who are not able to enter the School Street may park elsewhere, including nearby disabled bays. We will work closely with the parking and enforcement team to curtail any such instances and address these with residents and the community through the dedicated School Streets mailbox.

## **Race and ethnicity**

The proposal is expected to increase participation among under-represented groups in schools that are located in areas of higher deprivation. The schemes may help to create an environment helping to increase the proportion of BAME groups who choose to cycle. BAME 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 which the proposal seeks to address.

## **Sex**

No specific impacts identified

## **Socio-economic status**

Providing safe (both road safety and reduced likelihood of infection) 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. Enabling safe travel is critical to allowing lower income people back to work. 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 without increased exposure to COVID-19. The proposal is expected to result in a more equitable allocation of space that will benefit lower income groups.

## **Impacts by School**

While no adverse impacts are anticipated for any of the participating schools in the COVID-19 School Streets response, this section outlines any schools that may require accommodations and how these will be provided. This section will be updated with feedback from the School Streets Commonplace engagement page.

Schools:

- Lark Hall Primary School (including Lark Hall Centre for Pupils with Autism)
  - ◊ Impact - School includes a center for Autism
  - ◊ Mitigation – Council staff are liaising closely with the school and will provide exemption to SEN school bus if this is asked for by the school
- Christ Church Streatham CE
  - ◊ Impact – Vulnerable adults living within the School Street zone and concerns about access by car
  - ◊ Mitigation – Residents are exempt from the scheme at all times
  - ◊ Impact – Residents state that it will be impossible to take taxis or have deliveries
  - ◊ Mitigation – Council staff can write to local taxi firms and Uber to say that if a resident needs picking up who is vulnerable or ill, the council will quash the fine. The resident will need to email the mailbox with the date, time and registration number
- St Luke's Primary School
  - ◊ Impact – Parents parking in disabled bays on road adjacent to scheme, limiting access to bay permit holder
  - ◊ Mitigation – School will write to parents and enforcement officers will provide presence to curtail this behaviour
- Walnut Tree Walk Primary School
  - ◊ Impact - A child with SEN who needs to be driver to the school gates
  - ◊ Mitigation – We will liaise with school and parent directly and provide exemption

Examining the indicative trends identified in PHE's research into risks and outcomes of COVID-19 and broader demographic data at the local and London level, there are direct connections between access to transport and health risks and outcomes that should be considered.

Looking at private vehicle ownership, lower income households are significantly less likely to have access to a vehicle and access to a vehicle increases significantly as household income bands increase. Car ownership is highest among white Londoners, with 43% ownership in comparison to only 30% of Black Londoners. Women are less likely to own a car than men, with 34% of women having access to a car vs 46% of men.

Lambeth has a one of the lowest car ownerships in the UK and almost 4 out of 5 trips made by Lambeth are by public transport, walking or cycling. Most households in Lambeth do not have access to a car and Lambeth has the highest potential for cycling of any central/inner London borough, a potential which has become clearer opportunity during lockdown. However, a Transport for London 2012 research report indicated that if people own a car they will use it frequently at all time of the day. Following the initial lock down in March 2020, Government Statistics show that traffic levels on London roads are rapidly rising and are almost back at pre-lockdown levels. Traffic levels climbed to 78% of normal levels by June 2020 and only 59% of employees have returned to their workplaces

Source:

<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-COVID-19-pandemic>

All non-essential public transport use is being strongly discouraged by the government and individuals continuing to use this mode of transport are at higher risk of contracting COVID-19 because of confined public space and overcrowding around bus stops and train stations. Public transport capacity across London is reduced by as much as 85%. Buses that previously carried up to 87% people are now able to carry a maximum of 20 people

Source: <https://www.gov.uk/government/publications/emg-transmission-and-control-of-sarscov-2-on-public-transport-18-may-2020>

With health risks relating to the use of public transport due to COVID-19 and the need to reduce the number of trips made by car as outlined in Lambeth's Transport Strategy, it is therefore essential to provide safe (both road safety and reduced likelihood of infection) and affordable travel options to people from all demographic and socio-economic backgrounds, improving equity in access to transport as well as reducing infection risk in lower income groups.

Beyond the positive benefits of improving transport equity, there are impacts associated with how motor vehicle movements will change and the health and environmental impacts that may be expected. Impacts considered include

- changes in traffic levels in surrounding areas and the ambient effects this can create in terms of air quality
- changes to individuals' ability to move through the area or access properties
- encouraging modal shift to active travel and promoting healthier and more physically active lifestyles for children at the school

### **Traffic Levels and Changes**

Through-traffic that uses streets with schools on them increases parents' safety fears and worsens the environment for residents and those walking, cycling or scooting to school. This discourages some families from choosing active travel which, in turn, reduces children's activity levels.

Because of restricted access during drop off and pick up times, it is reasonable to anticipate some journeys being re-routed passed School Streets. It is also reasonable to anticipate that some parents may park elsewhere. However, we also anticipate that the School Streets will encourage a modal shift away from car use to journeys by active travel; walking, cycling and scooting. A reduction in traffic may be seen as families use other modes of travel or change their journey patterns.

While it is possible that some journeys may be re-routed, a Edinburgh Napier University research paper, which examined a total of 16 School Streets across the UK, found that an increase in School Street closures does not result in traffic displacement and does not negatively impact on road safety issues in neighbouring streets. The report, examined comparable schemes to the School Street measures being implemented in Lambeth, suggesting that in most cases, the total number of motor vehicles across School Street closures and neighbouring streets actually reduced.

Source: <https://www.napier.ac.uk/about-us/news/school-street-closures>

Due to time restricted vehicle access in the morning and afternoon introduced by School Streets, each school can expect to see a significant reduction in traffic volume at the school gates during the times of operation. It is anticipated that there will be a net reduction in speed from vehicles entering the School Streets zone, in the cases of exempt vehicles needing access.

In Edinburgh where School Streets were trialed with nine schools, the trial resulted in lower vehicle speeds on school and peripheral streets (1.2mph average drop), a reduction in net vehicle volumes, and

on average walking to school increased by 3% and driving to school decreased by 6%.

Through Mapping apps will be informed of the timed closures and Satnavs and Google Maps will re-route drivers passed School Streets while they are in operation, dispersing traffic over a broader geographic area.

### Vehicle Access and Exemption

Vehicles that are registered to residential or business address within a School Street zone are eligible for exemption. Emergency vehicles are able to enter and exit the School Street zone at any time. All properties within each School Street zone will remain accessible to vehicles that have exemptions.

While specific data is not available on the number of people living within each School Street with mobility related disabilities, additional exemptions can be made in special circumstances and on a case by case basis, to grant vehicle access. Vehicle Access will be in line with the developing Exemption Policy

### Air Quality

Transport derived emissions are the primary source of people being exposed to poor air quality and it is anticipated that School Streets will introduce air quality benefits to children and the school community by restricting vehicle access to the school gates at drop off and pick up times. In a comparable School Street trial undertaken by Camden, a 3.8% reduction in NO<sub>2</sub> levels was recorded outside the school gate on school days, active travel to school had increased and car travel to school had reduced.

Children and the elderly are among the most vulnerable to the effects of air pollution, which can affect children's neurodevelopment as well as increasing the risk from childhood asthma. In Lambeth, there are 40 schools in areas which regularly breach air quality limits for nitrogen dioxide of 40µg/m<sup>3</sup>. A recent TfL study highlighted that around 25% of the morning rush hour traffic is accounted for by parents driving their children to school. Restricting vehicle access at the school gates is anticipated to significantly reduce the air pollution that the school community is exposed to during the times of operation, bringing significant health benefits to those using the School Street.

Whilst no pre-monitoring has been undertaken before the implementation of COVID-19 School Streets, Lambeth is working with the Greater London Authority to measure the levels of Nitrogen Dioxide in the immediate vicinity of 5 School Streets. Data will be compared with 4 control study schools to measure the positive impact on air quality that is anticipated.

Would you assess the impact as positive, adverse, neutral? Do you have any uncertainty about the impact of your proposal? Is there a likelihood that some people will more impacted than others? Can you describe the ways in which they will be affected? How might this change affect our 'general duty'

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## Q3a. How do you plan to promote and deliver any positive impacts of the proposal?

Extensive communication with the teachers and families of each school, as well as local -residents and businesses within the affected area, will take place before the trial begins. As the scheme is being launched as part of the School Emergency response to Covid19, consultation will begin at the date the scheme is implemented and ongoing requests for feedback from residents, businesses and parents will be requested via letters, QR codes and on our School Street website. Feedback and queries are monitored on an ongoing basis via the dedicated School Street mailbox.

Consultation feedback will be gathered through the Common Place platform and success will be judged by examining resident and parent feedback during the trial. Common Place is a platform to gather qualitative data and gauge perceptions of safety around the school, before and after the trials. Traffic counts will also be conducted during the trial to observe whether the scheme has had a positive impact on traffic levels, identifying whether there has been a displacement of traffic. Changes in numbers of children travelling to school by car and travelling actively will be monitored by the school through hands up surveys on a termly basis Hands up surveys from each school will also be used as a way of measuring levels of active travel before and after each scheme has been implemented.

A range of support services will be offered to schools who are partaking in this trial. It is thought that by introducing these active travel incentives, such as Dr Bike and Bikeability, the uptake of walking and cycling to these schools will increase. It is anticipated that this will be reflected in the Hands up Surveys and parent surveys conducted by each school, which will help to quantify these benefits.

How might the principles of fairness, equality of opportunity and positive relationships be further promoted as a consequence of this proposal? How do you propose to measure your positive outcomes and the benefits outlined

to find out if these have been achieved?

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### Q3b How do you plan to address and mitigate any negative impacts of the proposal?

The analysis above does not identify any significant equalities risks for the proposed changes.

Each scheme is being implemented on a trial basis. If a scheme receives overwhelmingly negative feedback or is deemed to pose a risk to those using the Pedestrian and Cycle Zone, the trial can be reviewed and stopped at any time.

However, ongoing monitoring of the schemes will be important to update this analysis.

#### How we will monitor

School Streets schemes will be implemented at a time when traffic flow trends are changing due to COVID-19, and it is questionable they are representative of a new normal. This being the case, we will not be undertaking baseline traffic counts specifically for individual schemes and instead use data collected pre-COVID and its impact on traffic flows. The following is suggested as the process for establishing an area wide baseline for the LTN schemes.

- Collate the most recent pre-COVID ATC count data for each street/s within or nearest to a School Street Pedestrian and Cycling Zone to assess average traffic volume and speed prior to implementation
- Each participating school to complete a HUS each term to gain quantitative data around changes to travel modal type
- Select participating schools to complete parent surveys to gain additional qualitative feedback
- Each scheme has a dedicated tile on our online engagement platform, Commonplace, for ongoing qualitative feedback during the trial period. Comments and engagement will be consistently monitored to assess any specific actions which may need to be addressed.
- Schools, residents and business within the immediate radius of each School Street zone will be written to be actively encouraged to contribute and provide qualitative feedback
- We will work with TfL and GLA to monitor air quality at a select number of participating schools. Breathe London monitors will record No2 and PM2.5 and this data will be assessed and analysed with a group of control study schools which are not part of the scheme
- A dedicated School Streets mailbox is in place and all queries and concerns will be answered by Lambeth staff within ten days

As a guide, each scheme will be implemented and monitored in up to three stages

- Stage 1: Initial Adjustment: first four weeks. Focus on identifying community issues and traffic problems through schools and dedicated School Street mailbox. Specific design improvements and actions will be taken to resolve issues where needed
- Stage 2: Settling down: ETMO made. If there are objections within the first six months, then amendments are made within this trial period. This can take place up to 18 months
- Stage 3: Making permanent. Statutory consultation 6 months after initial ETMO made to assess whether scheme has been successful and will be considered to be made permanent

What impact has this evidence had on what you are proposing? What can you do differently that might lessen the impact on people within the timeframes i.e. development-implementation? Who can help you to develop these solutions?

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### Q4. How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?

Monitoring and review proposals are set out above. The COVID-19 School Streets schemes will be reviewed and monitored over in line with the stages outlined. Updates will be discussed on a quarterly basis through progress meetings with the Cabinet Member. These proposals are trials and are implemented on a trial basis. The Commonplace site is live throughout the trial and engagement feedback will be monitored consistently. Information about the programme and monitoring results will

be shared through correspondence with the school community and local residents, and more widely through the Council website.

Who will you be accountable to for the above actions/outcome? How will those responsible know these actions have worked? What performance indicators will you use to demonstrate this? Are there any other forms of evidence you can use to support this assessment of their effectiveness?

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

Outcome of equality impact assessment

- No adverse impact, no change required
- Low adverse impact, minor adjustment required
- Significant adverse impact, further action required
- Significant impact identified unable to mitigate fully
- Unlawful in/direct discrimination, stop and rethink

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### Comments from Sponsor/Director/Head of Service

Low adverse impact.

### Submit for approval

Submit for approval

### Executive Approval

Approved

### Attachments

Close