

**Equalities Analysis in Lambeth
Version 1 – November 2020**

Proposal Title	20mph Schemes
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Who will sign off the assessment?	Hannah Jameson
Who will be involved in approving this decision?	Sandra Roebuck, Director of Infrastructure and Capital Delivery, Resident Services

What is changing?

Lambeth introduced a borough-wide 20mph speed limit in 2016. Lambeth Council is committed to making our streets safe and clean places for everyone. We are committed to stopping people being killed or seriously injured on any of Lambeth’s roads or streets, in line with Vision Zero.

To achieve the safest and greenest streets in the capital, all Lambeth’s roads have been given a 20mph speed limit. Lambeth council are in charge of the majority of roads in the borough, excluding major routes into and around London, controlled by Transport for London.

Reduced speeds on residential roads is proven to reduce traffic accidents, making the urban environment safer. This applies not only to drivers but pedestrians, cyclists and motorcyclists, making up 80% of serious and fatal collisions.

As part of the 20mph scheme a series of interventions are planned to improve compliance, outlined below.

Leigham Court Road

We will be installing Speed Cushions, Speed tables and modifying the existing crossing. Speed Cushions are a type of speed bump which allow wide vehicles to pass relatively unaffected, such as emergency services vehicle and buses. Speed tables are an affective forms of traffic calming, and are more acceptable to buses than other forms of traffic calming treatment. Speed tables raise the hight of the road surface to the same hight as the curb, proven to calm traffic at junctions and crossings.

These interventions are needed as Leigham court road is one of the worst roads in the borough for 20mph compliance, the road is also a boundary road for Streatham Hill LTN and is a priority bus corridor, additionally the street has multiple schools.

Atkins road – Speed Humps, Buildout (greening)

Speed humps are to be installed on Atkins Road A green buildout is also planned to narrow the carriage way, creating a giveaway along the street. These measures will slow traffic.

The speed humps will cover the full carriage way. This speed hump width is preferable as vehicles cannot bypass it. They make it safer for people cycling as motor vehicles have a more predictable path.

The green buildout will also provide a biodiversity elements to the traffic calming

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

In this section we consider:

- People who live in the areas directly impacted by the scheme
- People who travel through or visit the area

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 EglA available here](#).

Streatham Wells ward

The ward population average (15,250) and the age profile is typical of Lambeth as a whole. The ward is reflective of the wider borough in terms of race and ethnicity, people born outside UK and households without anyone who speaks English as a first language. 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).

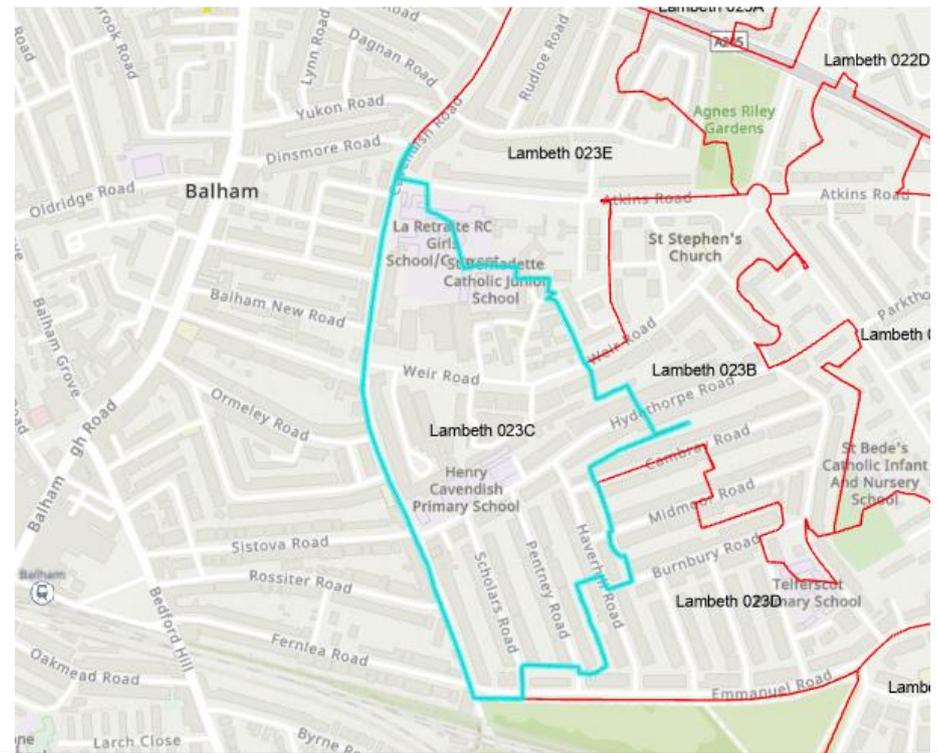
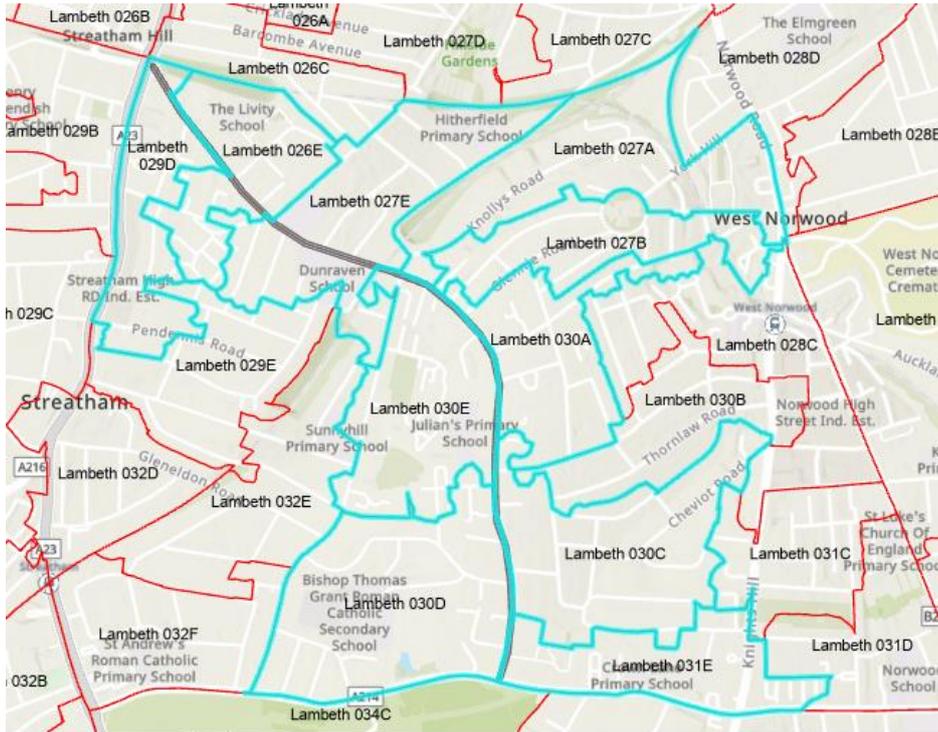
Knight's Hill Ward

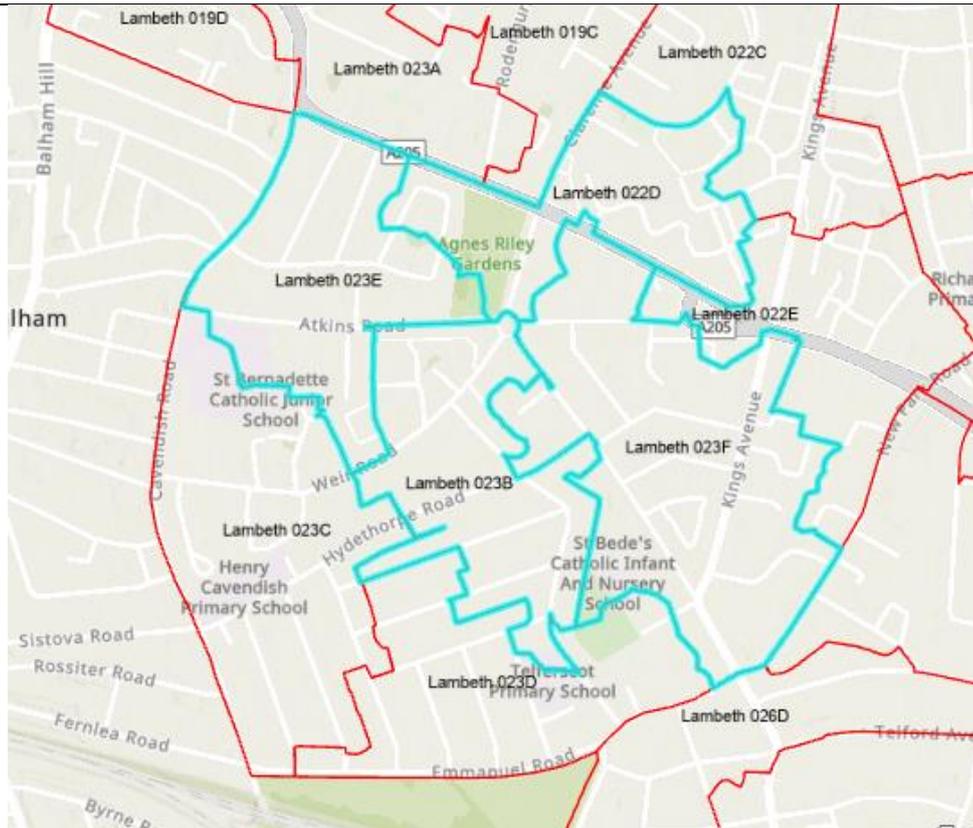
The ward population (15,200) is average for Lambeth. There is a high proportion of children aged 0- 15 and a high proportion of older people. There is a high proportion of Black Caribbean residents. Both male and female life expectancy are low. The most affluent parts of the ward are near St Julian's 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.

Thornton Ward

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) 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).

LSOA analysis





Analysis of the Lower Super Output Areas (LSOA - Geographic areas that the Office for National Statistics use) Lambeth 030D, 031E, 030C, 030E, 030A, 027B, 027A, 027E, 026E, 026D, 023C, 023E, 022D, 023F and 023B provides us with information about those residents effected by the scheme.

Over 50% of households in the affected LSOAs do not have access to a car or van.

Sources:

- [Lambeth 2016 state of the borough](#)
- [London datastore – ward profile](#)
- [Nomis local area report](#)

How will they be impacted by the change?

Age:

Older people

Speeding can impact older people negatively, particularly when crossing roads, and affect their ability to access local amenities. Reducing speeds and ensuring 20mph compliance should positively impact on this group as it will help them cross roads and feel safer on the footways.

Younger people

Walking is the most used type of transport for younger Londoners, with 99 percent aged 24 and under walking at least once a week. The bus is the next most used transport type for younger Londoners. Among Londoners aged 11-15, 81 percent use the bus at least once a week, compared with 61 percent of all Londoners. Travelling as a car passenger is a frequently used method of

transport for younger Londoners, especially for under 16-year-olds (77% of 5 to 10-year-olds and 75% of 11 to 15-year-olds are car passengers at least once a week). Eighteen percent of those aged 16- 24 sometimes cycle in London. Overcrowding, slow journeys, and cost are the three most common barriers to greater public transport use cited by younger Londoners.

We know that these roads are frequently used by children travelling to school in the area. Ensuring 20mph compliance should help to make travelling along these roads safer for young people, additionally as young people are more likely to cycle accompanied, the interventions will help reduce the perception of risk on key cycling routes in the area. Reducing vehicle speeds also improves the safety of children travelling as passengers in cars and other private vehicles.

Socioeconomic and deprived groups

Walking, cycling and public transport are key modes of transport for lower income households and individuals. Car ownership is lower among lower-income households in London.

20mph compliance is crucial in ensuring that people feel safe when moving around the area. The installation of sinusoidal humps will help reduce vehicle speeds which will help people feel safer when on the footway or cycling.

Race and ethnicity

Black, Asian and multi-ethnic groups are over-represented in indices of deprivation and are more likely to be exposed to transport related harmful impacts, such as traffic collisions and poor air quality. Car ownership is also lower among these groups.

Calming the traffic to comply with the 20mph speed restrictions will help to make it safer for people choosing to walk or cycle. Bus speeds could be affected by the interventions, but the use of sinusoidal humps should mitigate this.

Disability

The London travel demand survey suggests that In London 24% of disabled people use a car as a driver, and 42% use a car as a passenger at least once per week. This is followed by 81% disabled Londoners walking and 58% traveling by bus. Our own research and engagement have highlighted the importance of the design of footways and carriageways in enabling disabled people to travel as they choose. This includes consideration of measures such as dropped kerbs, street furniture and the design of crossings.

The installation of humps, buildouts, cushions, and tables will help calm traffic and make it safer for people crossing the carriageway and using the footway. The raised table and crossing modifications will also make it safer and easier for people to cross.

The negative impact on people using adapted cycles due to the increased camber on the carriageway due to the speed cushions will be monitored to assess the impact.

Pregnancy and maternity status - no identified impact

Sex - no identified impact

Gender identity (referred to as gender reassignment in the Act) - no identified impact

Marriage and civil partnership - no identified impact

Religion or belief - no identified impact

Sexual orientation - no identified impact

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

A letter to residents, informing of night works, with links to a commonplace page and a page on the Lambeth webpage informing people of the need to comply with 20mph schemes.

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

The following negative risks are identified in this EQIA:

- Impact on bus speeds along Leigham court road roads
- Impact of speed humps on people using adapted cycles

The mitigations for these measures are as follows:

- Impact on bus speeds – The designs on Leigham Court Road are in accordance with the latest TfL design guidance for speed reduction on bus routes. Furthermore, we are conducting a full corridor review on Leigham Court Road, with the goal of improving bus journey times without impacting overall traffic or the risk to pedestrians or cyclists. This work will look at junctions, cycling facilities, and reducing the interaction between buses and other road users.
- Impact of speed humps on people using adapted cycles – the impact of the increased camber on people using adapted cycles is mitigated by the decrease in speed and risks of close passes.

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

Due to the size of the scheme, comments on the commonplace page will be reviewed, to pick up any safety issues emerging from the scheme.

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. The mitigations have been developed in accordance with latest policy guidance and are seen to be sufficient in to be substantive in tackling any negative impacts from the scheme.