

Equalities Analysis in Lambeth December 2020	
Proposal Title	Quietway 5 route upgrade - Healthy route ETO conversation to TMO
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Who will sign off the assessment?	Hannah Jameson
Who will be involved in approving this decision?	Neil Fenton
What is changing?	
<p>As part of the covid 19 emergency response several of the planned Healthy Route interventions were brought forward and implemented to protect cyclists and pedestrians, whilst other forms of transport were restricted such as public transport.</p> <p>These schemes were introduced under an experimental traffic order and have now been in force for over 12 months, during this time residents have been directed to share their thoughts about the schemes in the healthy routes email inbox.</p> <p>For the schemes described below, the change being considered herein is changing the legal status of the schemes from Experimental Traffic Orders to permanent Traffic Management Orders.</p> <p>The trial made it legal for cyclists to travel against the one-way motor vehicle restriction. This enables cyclists from Clapham Common to travel in a north-easterly direction within the carriageway.</p> <p>Larkhall Rise junction with Union Road – light segregation of existing cycle track</p> <ul style="list-style-type: none"> - Lightweight plastic bollards (known as wands) have been added to existing mandatory cycle lanes on the Larkhall Rise and Larkhall Lane approaches to Union Road. The wands ensure that the cycle lanes are kept clear and that cyclists have a form of physical protection from motor vehicles as they navigate across the junction. <p>Thorne Road junction with South Lambeth Road – light segregation of existing cycle track</p> <ul style="list-style-type: none"> - Lightweight plastic bollards (known as wands) have been added to existing mandatory cycle lanes on the Thorne Road approach to South Lambeth Road. The wands ensure that the cycle lanes are kept clear and that cyclists have a form of physical protection from motor vehicles as they navigate across the junction. <p>Bromell's Road – Contra Flow Cycle Lane</p> <ul style="list-style-type: none"> - Two way cycling was introduced on this one way street to allow full permeability for cyclists using one of the borough's flagship cycle routes between Waterloo and Clapham Common. 	

Sail Street junction with Lambeth Road - light segregation of existing cycle track

- A new mandatory, two-way cycle track has been added to Lightweight plastic bollards (known as wands) were added to a new The wands ensure that the cycle lanes are kept clear and that cyclists have a form of physical protection from motor vehicles as they navigate across the junction. Additionally, cycle markings have been added on Lambeth Road to add a visual cue that cyclists continue along the junction with the intention of reducing the risk of vehicles turning across the path of cyclists.
- The Experimental Traffic Order included the removal of 5 parking bays on the east side of Sail Street which are now the location of the protected, two-way cycle track.

Windmill Drive – Closure to motor vehicles

- A new modal filter on Windmill Drive, within Clapham Common, to reduce the amount of motor vehicles cutting between the A205 and the A24 to enable safer conditions for walking and cycling. Emergency services and refuse vehicles received exemptions for the modal filter. The ETO included the removal/suspension of existing parking places (which are used free of charge for limited periods) situated on the north side of Windmill Drive opposite the community garden known as Bandstand Beds, and immediately to the west of the western side of the community garden, and replace those parking places with double yellow lines.

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](#).

Windmill Drive – Clapham Town Ward

The ward population (14,850) is average for the borough, with a high proportion of working age people. This is a mostly affluent ward, with areas such as Clapham Old Town with a high household income. Poorer areas include the William Bonney, Nelson's Row and Heath Road estates. Housing tenure is in line with the borough as a whole (home ownership 34%, social renting 30%, private rented 34%). 15% of dwellings are in council tax bands F, G or H.

The ward has a high proportion of White British residents, and with few black Caribbean residents and of people not born in the UK. There is a high proportion of residents with graduate qualifications and there is a high employment rate. A fifth (21%) of households are working age people sharing accommodation (i.e. not living as a family). Benefit claimant rates and dependent children in out-of-work households are average for the borough. The crime rate is high for the borough (Sept 2015)

Sail Street x Lambeth Road and Thorne Road x South Lambeth Road – Oval Ward

Oval ward has a population of 16,600, with almost 80% working-age. It has the most of household spaces of any ward. Almost 90% of households are in flats (87%), and there is a high proportion of private rented households (35%, compared to 35% social rented and 26% owner-occupied). 17%

dwelling in council tax bands F, G or H, which is high. Affluent areas in the ward include Clapham Road and South Island place, and poorer areas include the Mawby Brough and Wyvill estates. There is a high rate of employment per head of resident working age population, and a high rate of people with degree level qualifications. Median household income is in line with the borough average. It has a high number of residents in employment, a high number of jobs in the ward, and a high rate of NI registrations of non-UK workers. Oval ward has an average rate of working age benefit claimants (Nov 2014), an average rate of out of work claimants, and a low rate of claimants aged under 25. Children in benefit households, lone parents not in employment are in line with the borough average. There is a high proportion of non-British white residents. In 15% of households, there is no-one whose first language is English; 4.5% of Oval residents speak Portuguese as their first language, and 3.6% speak Spanish.

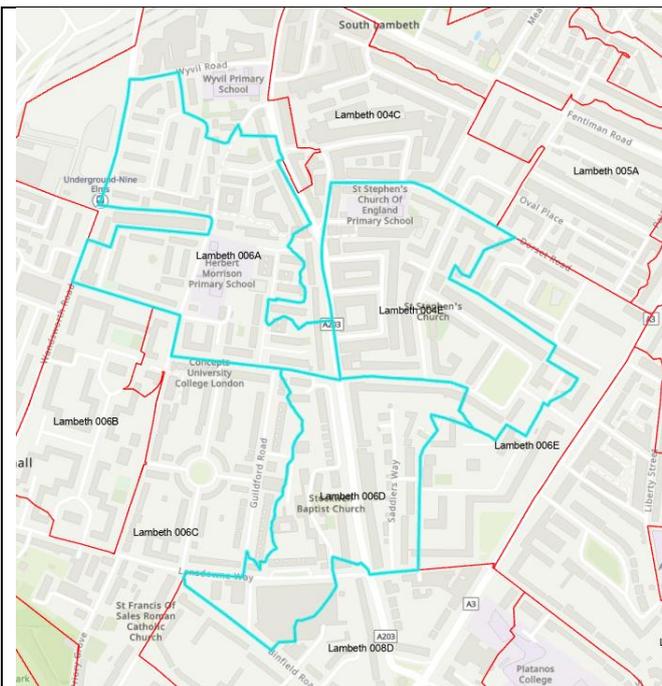
2015 crime rate is average for the borough.

Larkhall Rise x Union Road and Bromell's Road contra-flow – Larkhall Ward

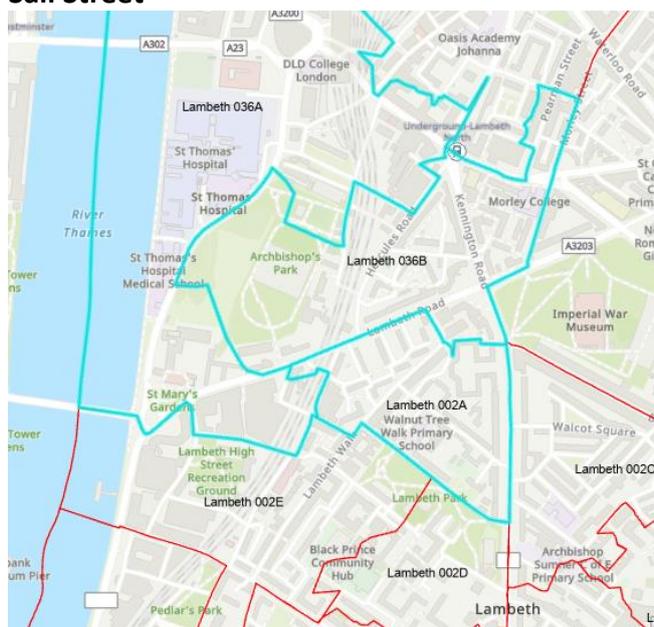
Larkhall has the highest ward population in Lambeth (18,000), and has a high population density. There is a large working age population, with the highest number of working age people in employment, although the age profile does not differ markedly from the borough as a whole. A fifth (22%) of households 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, Glaskell Street, and Springfield estates. Life expectancy and childhood obesity are in line with the borough average. 2015 crime rate is average for Lambeth.

Thorne Road x South Lambeth Road

Stockwell Ward population is of average size for Lambeth (15,200), and the age profile is typical of the borough, with a high population density. Stockwell's diverse population has a high proportion of residents whose first language is not English (8% of residents speak Portuguese, 3% Spanish, 2.6% Polish and 4% an African language). Over 40% of residents were not born in UK, especially Portugal, Poland, South America, Caribbean (especially Jamaica) and Africa (especially Nigeria). It has the highest National Insurance registrations of migrant workers in the borough. Around a third of residents are white British. Although it is one of the least well-off wards in Lambeth with a low median household income, the employment rate is average for the borough. There is a relatively low number of jobs in the ward. Stockwell 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 are average. Stockwell has the highest proportion of dwellings in council tax bands A or B, and a high proportion of households are in flats (86%). There is a large amount of social rented households (45%), compared to 25% homeowners



Sail Street



Analysis of the Lower Super Output Areas (LSOA - Geographic areas that the Office for National Statistics use) Lambeth 019A, 036B, 002A, 036B, 006D, 004E, 006A, 017C, 013C, 012E, 006B and 008C 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 – no identified impact

Younger people

Cycling is one of the key modes of transport for young people, over 30% of people aged 5-24 stated they have cycles at least once in the last year.

We know that these roads are frequently used by children travelling to school in the area. Ensuring healthy route 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, dangerous turning movements and close passes 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.

Healthy routes are key in ensuring that people have safe means to travel confidently through the borough to access amenities and work

Race and ethnicity - no identified impact

Disability -

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 link to the Lambeth Healthy routes web page and commonplace will be shared, which will highlight the positive impacts that the Healthy route project brings. The borough will also be carrying out communications via letterdrops to local residents and social media activity.

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

The following negative risks are identified in this EQIA:

No identified risks have been identified.

The mitigations for these measures are as follows:

N/A

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 schemes along with any correspondence with the healthy routes inbox.

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

Outcome of equality impact assessment

The EQIA identifies no negative equalities risks across the different protected 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 schemes.