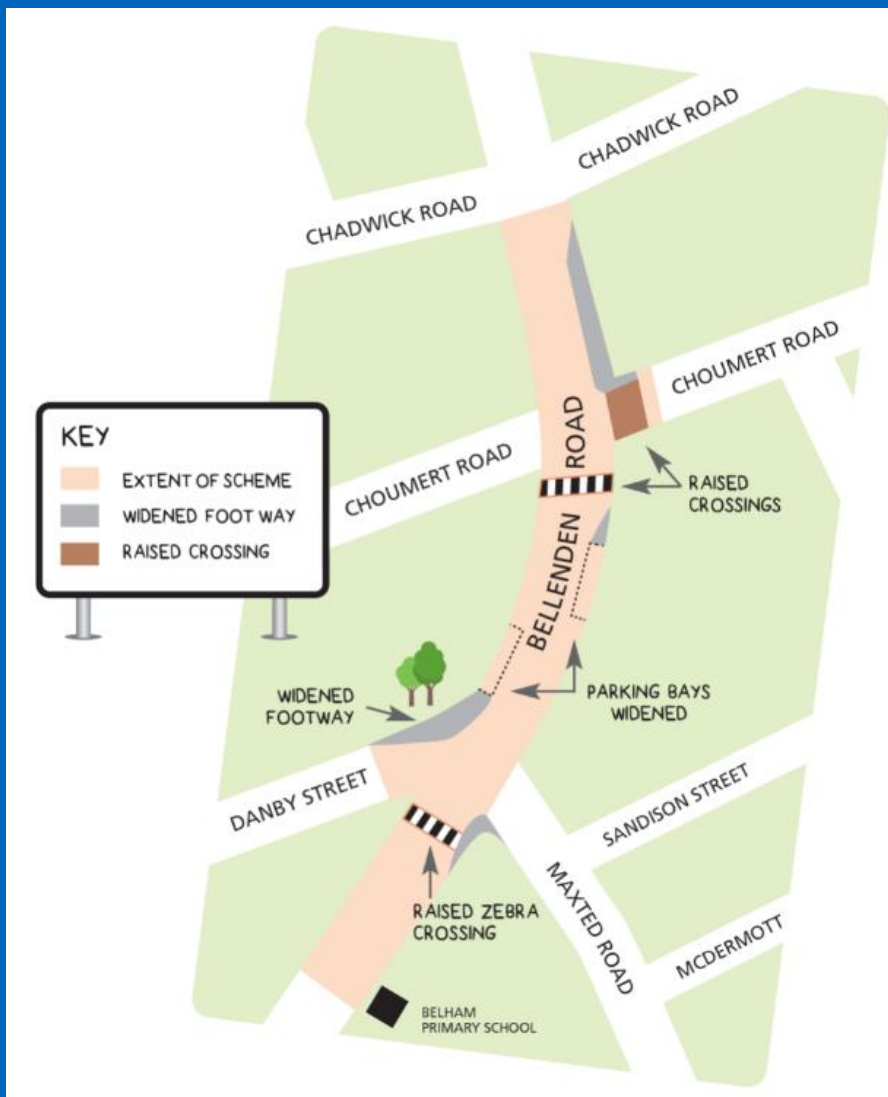


# Southwark Spine 4 Package 4

## Equality Impact Assessment



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- Health and Safety Regulations
- Building Regulations
- Education and Inspections Act 2006 that requires all local authorities to promote sustainable travel to/from the schools as part of the duty of the Education and Inspections Act 2006.
- Health and Social Care Act 2014
- The Highways Act

### 3. Proposed measures on Southwark Spine Package 4 Bellenden Village

The Southwark Spine is a North to South walking and cycling route between East Dulwich and Borough which forms part of the network as detailed in the 2015 Southwark Cycling Strategy.

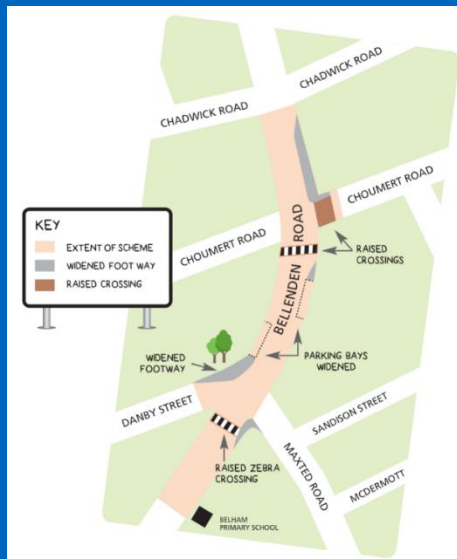
Engagement and consultation on the southern section of the Southwark Spine cycleway, between Peckham and East Dulwich, was carried out in 2017/2018. It was proposed that the scheme be split into six work packages to avoid any confusion with design, consultation and construction of the scheme. All of the packages have been implemented except for Package 4.

The objectives of the scheme is to

1. Improve walking and cycle facilities and make walking and cycling enjoyable, safe and easy ways of getting around.
2. Improve road safety
3. Create a greener and healthier environment by installing low maintenance plants
4. Reduce inequalities in health and wellbeing

It is noted that there is school in the area that would benefit from the surrounding streets having less motor traffic and less congestion to allow school children to walk or cycle to school safely, or to provide easier movement for school coaches or mini-buses.

Traffic management measures are identified in the figure below for Southwark Spine 4



Schools in Bellenden Village

We're proposing below measures on Bellenden Road:

1. Widening footway
2. Raised crossings and zebra crossings
3. No waiting restriction
4. No loading restriction between 7:30am – 9am and 3pm – 6:30pm



## 4. Potential Equality Impacts on Protected Groups

The analysis identified the following Protected Characteristic Groups are relevant for assessment in this study. These are Age, Disability, Gender and Race.

There is no information provided in Southwark's JSNA data sheets on travel methods for Southwark's residents, so we use TfL's data for London (Travel in London Understanding our diverse communities, TfL 2019) as an indicator for travel methods used by Southwark's residents.

### 4.1 Protected Characteristic: Age

TfL report indicates:

- Walking is the most frequent method of travel among older Londoners (87% of Londoners aged 65 or over walk at least once a week). The figure continues to be higher for older Londoners aged under 80 but the figure decreases to 73% of Londoners aged 80 or older.
- Buses are the next most common type of transport used by older Londoners (65% of older Londoners aged 65 or over take the bus at least once a week.)
- 43% of older Londoners aged 65 or over drive a car at least once a week, which is higher than Londoners overall at 38%.
- 28% of older Londoners aged 65 and over take the Tube at least once a week.
- Cycling is the least common type of transport used by older Londoners, only 4 % of older Londoners aged 65 and over used a bike to get around London compared with 17% of the London population.
- Improving the walking and cycling environment by introducing footway widening will create a safer environment. Benefits to older people who are the most likely to be pedestrians.
- The measure also benefits many school children walking to get to school.
- No waiting and loading restrictions during certain times on Bellenden Road would facilitate easier movement of mini-buses and coaches used for school travel.

The measures introduced as part of Southwark Spine are likely to provide an overall benefit for older and younger people. This is because the proportion of trips made by aged 65 and over by walking far outweighs the proportion of trips made by private car.

Older and younger people are also the most vulnerable to traffic collisions.

### 4.2 Protected Characteristic: Disability

%	Disabled (1,729)	Disabled 16-64 (789)	Disabled 65+ (863)	Non-disabled (All) (15,831)	Non-disabled 65+ (1,828)
Base					
Walking	81	88	70	96	95
Bus	58	64	48	60	72
Car (as a passenger)	42	40	41	45	41
Car (as a driver)	24	26	25	39	52
Tube	21	30	13	43	35
National Rail	9	12	5	17	15
Overground	7	10	3	12	8
PHV (minicab)	10	12	8	10	4
Taxi (black cab)	3	3	3	2	2
DLR	3	5	2	5	1
Tram	2	3	1	2	2
Motorbike	-	1	-	1	1
Net: Any public transport (bus, Tube, National Rail, DLR, London Overground, tram)	61	69	52	74	78

LTDS data in this report excludes children aged under five.

The table from LTDS data shows the different types of transport most commonly used by disabled Londoners. The report shows that

- Walking (81%) is the most frequent method for disabled Londoners.
- Buses (58%) is the most common type of transport method used by disabled Londoners.
- Disabled Londoners are less likely to use a car as a driver (24%) and as a passenger (42%)
- Other public transport (e.g. DLR, Tram) is less commonly used by disabled Londoners compared to non-disabled Londoners.
- [The Wheels for Wellbeing Annual Survey 2019](#) indicates that 64% of disabled cyclists found cycling easier than walking, with cycling improving





- Measures implemented as part of this scheme will improve the walking experience for pedestrians by widening the footway and raised table crossing / zebra crossings. The measures will benefit ethnic groups who tend to walk more.
- This improvement will also benefit groups who tend to use public transport, as they tend to walk to/from the nearest public transport station/stop.
- It will improve the safety and space for cycling which which may encourage people to cycle more.

Overall, both Black, Asian and Minority Ethnic Londoners and White Londoners would benefit from the proposed measures.

#### 4.5 Measures impacts of measures on lower income groups

Low income defined as an annual income lower than £20,000 within TfL report 2019. 29% of Londoners live in a household with this income level.

The TfL report indicates:

%	All	All less than £20,000	Less than £5,000	£5,000–£9,999	£10,000 – £14,999	£15,000 – £19,999	£20,000 – £24,999
<b>Base</b>	<b>(17,560)</b>	<b>(4,966)</b>	<b>(840)</b>	<b>(1,365)</b>	<b>(1,424)</b>	<b>(1,337)</b>	<b>(1,417)</b>
Walking	95	93	91	92	93	95	95
Bus	59	69	70	71	69	68	63
Car (as a passenger)	44	38	35	37	37	41	44
Car (as a driver)	38	23	16	20	26	27	32
Tube	41	32	36	30	29	36	36
National Rail	17	11	11	11	9	11	15
Overground	12	11	10	13	8	11	11
Other taxi/minicab (private hire vehicle)	10	9	9	10	7	10	8
London taxi/black cab	3	2	2	2	1	2	2
DLR	5	5	5	5	6	6	7
Tram	2	2	2	1	3	4	3
Motorbike	1	1	1	-	1	1	1

- Walking is the most common type of transport used by Londoners with lower income (93% walk at least once a week).
- Buses is the second most common type of transport used by Londoners with lower income (69% use the bus at least once a week)
- Lower income group are less likely to drive (23%) compared with overall (38%) and 38% are likely to be a passenger at least once a week.
- Lower income households are less likely to cycle (8%) compared to all Londoners. (17%).

#### Potential impacts of measures on lower Income Groups

- Proposed measures are going to improve the footway conditions for pedestrians by widening the footway. This will benefit lower income groups who are more likely to walk.
- Improvement will also benefit these groups who tend to use public transport, as they tend to walk to/from the nearest public transport station/stop, and also the traffic movement (including bus movements).

## 5. Public Consultation summary feedback from Protected Groups under the Equality Act 2010

### General consultation

Flyers were sent out to 189 addresses along Bellenden Road, including addresses on Chadwick Road, Choumert Road, Danby Street and Maxted Road on 22 November 2021 notifying recipients that the online survey was open until 17 December 2021 for their responses and comments. Consultees were advised to respond to the consultation via the online consultation portal. They were also given an email address by which to respond, and a freepost address to send their comments regarding the survey. All local residents, businesses and visitors who travelled through the area were invited to comment on the proposals.

The survey produced a response rate of 181% as we received 341 responses during the consultation period out of 189 flyers sent. 57 responses were received within the consultation area / project area

Option	Total	Percentage
Resident of Bellenden Village	49	14.50%
Resident nearby	191	56.51%
Business owner/staff member on Bellenden Village	5	1.48%
Regular visitor to Bellenden Village (e.g. for shopping/social activity/worship)	184	54.44%
Someone who travels through Bellenden Village	191	56.51%
Student at local school	1	0.30%
Parent/carer of local student	50	14.79%
Representative of organisation	2	0.59%
Other	9	2.66%
<b>Total</b>	<b>338</b>	

Four respondents did not provide any information of the above. Thus, they have not been categorised in the above option.

### Health Inequalities monitoring

This section provides an analysis of Protected Characteristic Groups under the Equality Act (EA) 2010 relevant for this EQIA assessment. These are Age, Disability, Gender and Race.

There is no detail provided in Southwark's JSNA data sheets on travel methods for Southwark's residents, so TfL's data for London (Travel in London Understanding our diverse communities, TfL 2019) is used as an indicator for the type of transport used by Southwark's residents.

## Profile of respondents in public consultation of protected groups (Equality Act 2010)

### Disability

Are you disabled	Count	Percentage
No	222	88%
Yes	25	10%
Prefer not to say/ Not answered	6	2%
	253	

Analysis of the respondents with a disability showed that 80% agreed with the proposals. It's noted that of the 25 respondents, three live within the consultation area, all of who are in agreement with the scheme proposals.

### Sex:

Sex	No.
Female	81
Male	151
Other (please specify if you wish)	1
Prefer not to say	11
<b>Grand Total</b>	<b>244</b>

### Sexual orientation

Row Labels	No.
Bi-sexual	10
Gay man	13
Heterosexual/straight	158
Lesbian/Gay woman	10
Other (please specify if you wish)	2
Prefer not to say	31
<b>Grand Total</b>	<b>224</b>

### Marriage and civil partnership

Data Unavailable

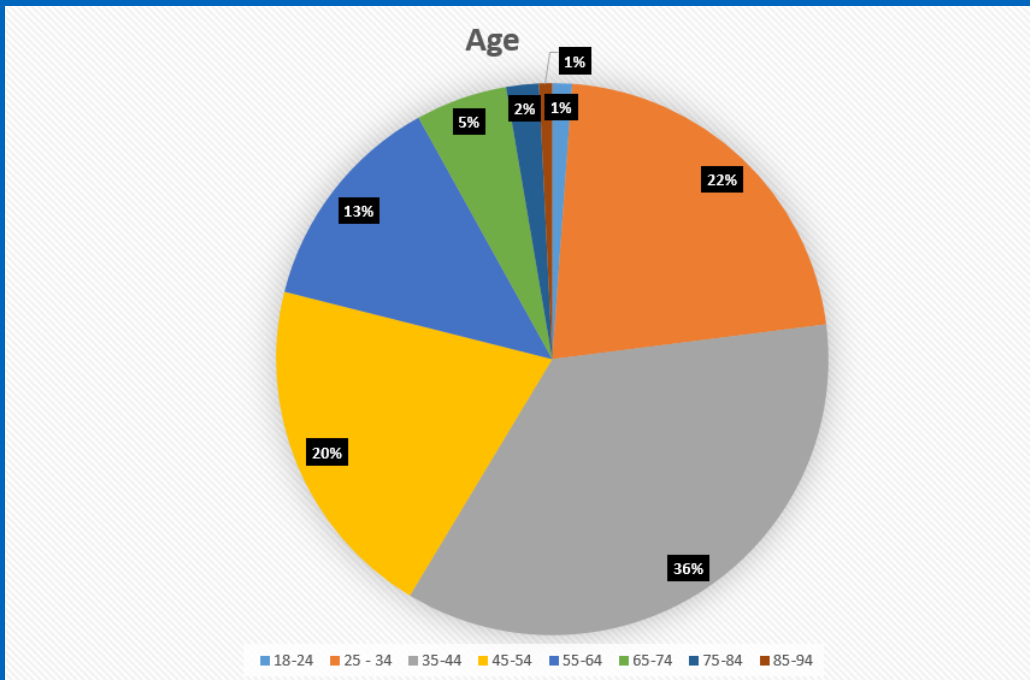
## Pregnancy and maternity

Data Unavailable

### Age:

The age profile of respondents on Southwark Spine 4 scheme:

Age	No
18-24	3
25 - 34	57
35-44	93
45-54	53
55-64	34
65-74	14
75-84	5
85-94	2



- 59% of the respondents are 44 or younger
- 8% of the respondents are 65+

## Ethnicity:

### All respondents within and outside consultation area

Ethnicity Structure	No
White British	156
Other European	20
Other White (please specify if you wish)	20
White English	12
White Irish	12
White Scottish	6
White Welsh	5
Other ethnic background (please specify if you wish)	4
Asian British	3
Mixed White/Asian	3
Other Mixed background (please specify if you wish)	3
Black Caribbean	2
Indian	2
Latin American	2
Black British	1
Ghanaian	1
Mixed white/Black Caribbean	1
Nigerian	1
Other African	1

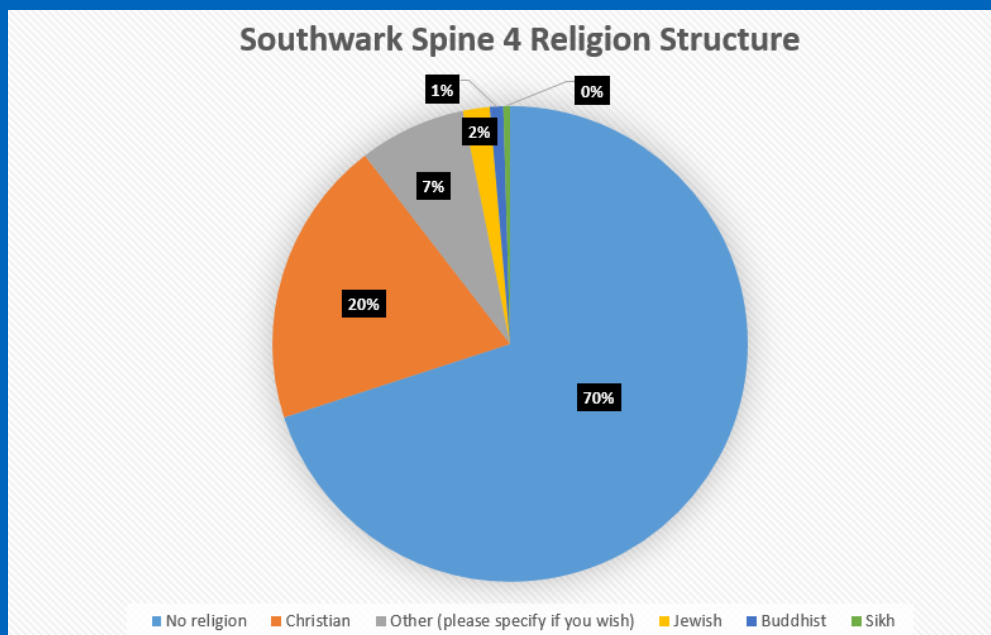
### Within consultation area

Ethnicity	Count
Mixed White/Asian	1
Mixed white/Black Caribbean	1
Other African	1
Other ethnic background (please specify if you wish)	2
Other European	1
Other Mixed background (please specify if you wish)	1
Other White (please specify if you wish)	4
White British	27
White English	1
White Irish	2
White Welsh	1
<b>Grand Total</b>	<b>42</b>

**Religion:**

Respondents responded with the following regarding their religious beliefs:

Religion	No
No religion	154
Christian	43
Other (please specify if you wish)	16
Jewish	4
Buddhist	2
Sikh	1
<b>Total</b>	<b>220</b>



Within a consultation area, it is noted that 8 out of 43 are Christian, 1 out of 4 are Jewish, 18 out of 154 have no religion and 3 of 16 are classified as other.

- Most of the respondents had no religion
- The most common religion is Christian

Postcode	
SE15 4BW	Faith Chapel
SE15 4QS	All Saints Church
SE15 5EX	Rye Lane Baptist Chapel







