

Druid Street

Equality Impact Assessment



1. Introduction

The purpose of this EQIA is to actively consider ways to advance equality and to identify unintended consequences and mitigate against them as far as possible.

The EQIA report is informed by the public consultation feedback survey conducted by Southwark Council from 21 October to 4 December 2022 which included responses from groups with protected characteristics regarding Sex, Race, Age, Disability, Ethnicity and Religion. The data has been analysed to identify any differences in response based on protected characteristics.

2. Legistive context

The Equality Act 2010

Part 3 of the Equality Act (EA) 2010 covers the duties for service providers / organisations and public functions, prohibiting discrimination on the basis of the following nine 'protected characteristics':

- 1) Disability
- 2) Age
- 3) Gender Reassignment
- 4) Pregnancy and Maternity (including breastfeeding)
- 5) Marriage and Civil Partnership
- 6) Race
- 7) Religion or belief
- 8) Sex
- 9) Sexual Orientation

Public sector equality duty (S149)

A public authority must, in the exercise of its functions, have due regard to the need to:

- eliminate unlawful discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it;
- foster good relations between people who share a relevant protected characteristic and people who do not share it.

3. Installed measures on Druid Street and Gedling Place

In May 2022, segregated cycle lanes were installed on Druid St, and Gedling Place was closed to motor vehicle traffic. These measures were installed under an Experimental traffic management order.

Druid Street measures in the context of diversity and equity in the borough

Preliminary data from the 2021 Census is available

| | London Bridge and West Bermondsey | Southwark |
|--------------------------|-----------------------------------|-----------|
| White | 47% | 51.4% |
| Residents aged 65+ years | 7.9% | 8.3% |

| | | |
|--|---------------|---------------|
| Gender identity different from sex registered at birth | 0.78% | 1.23% |
| Lesbian, Gay, Bisexual or other | 8.31% | 8.08% |
| Economically Inactive: Long-term sick or disabled | 4.2% | 3.9% |
| Male / Female | 47.7% / 52.3% | 48.4% / 51.6% |
| | | |

| | London Bridge and West Bermondsey % | Southwark % |
|----------------|-------------------------------------|-------------|
| No religion | 31.5 | 36.4 |
| Christian | 41.5 | 43.3 |
| Buddhist | 0.9 | 1 |
| Hindu | 1.4 | 1.1 |
| Jewish | 0.3 | 0.4 |
| Muslim | 14.7 | 9.6 |
| Sikh | 0.2 | 0.2 |
| Other religion | 0.7 | 0.7 |
| Not answered | 8.9 | 7.3 |
| | | |

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.

Potential Impacts on older / younger people

Initial aims of the scheme were to improve facilities for people walking as well as cycling. In its current state, the scheme has not significantly changed the facilities for walking.

Buses and public transport are unaffected by the scheme.

Cars are no longer able to use Gedling Place, vehicles now need to divert using Millstream Rd.

Older people may be less likely to benefit from the improvements to cycling. Due to their higher car use, they may be more likely to be inconvenienced by diversion from Gedling Place, but alternative routes are available, and vehicle access to all properties has been maintained.

4.2 Protected Characteristic: Disability

Proportion of Londoners using types of transport at least once a week (2016/17) [11]

| % | Disabled | Disabled 16-64 | Disabled 65+ | Non-disabled (All) | Non-disabled 65+ |
|--|----------------|----------------|--------------|--------------------|------------------|
| Base | (1,729) | (789) | (863) | (15,831) | (1,828) |
| 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 their mental well-being and mental health. 65% of disabled cyclists use their bike as a mobility aid. Many more would cycle if it was made safer and easier to do so.

Potential Impacts of measures on disabled people

Disabled people are more likely to benefit from the improvements to cycling safety arising from the segregated cycle lanes. Due to their lower car use, they may be less likely to be inconvenienced by the closure of Gedling Place. Other modes of transport are not significantly affected by the scheme.

4.3 Protected Characteristic: Gender and Pregnancy/Maternity

According to Transport for London report (2019), it indicates:

- Walking is the main type of transport used by women (95% walk at least once a week)
- More woman (63%) use buses than men (56%)
- Women are more likely to travel with buggies / shopping compared to men, this is also a factor affecting their transport choices.
- Less women (33%) drive than men (42%) at least once a week, but they are more likely to be a car passenger (51% compared with 37% of men)
- Less women (5%) cycle compared with men (11%) at least once a week.

Potential Impacts of measures on women and parents

Women are less likely to benefit from the improvements to cycling. Other impacts from the scheme are unlikely to affect women or those pregnant or with children disproportionately.

4.4 Protected Characteristic: Race / Diversity

According to Transport for London report (2019), it indicates:

- Walking is the main type of transport used by Black, Asian and Minority Ethnic Londoners and white Londoners. 96% and 95% respectively walk at least once a week
- The second most commonly used type of transport is the bus. 65% and 56% respectively walk at least once a week.
- Less Black, Asian and Minority Ethnic Londoners (32%) drive a car at least once a week compared with 41% of white Londoners, but they are more likely to be a car passenger (46% compared with 43% of white Londoners).
- Less Black, Asian and Minority Ethnic Londoners (4%) cycle compared with white Londoners (10%) at least once a week.

Potential impacts of measures on Black, Asian and Minority Ethnic groups

Black, Asian and Minority Ethnic groups may be less likely to benefit from the improvements to cycling. Other impacts from the scheme are unlikely to affect Black, Asian and Minority Ethnic groups disproportionately.

4.5 Potential impacts of measures on lower income groups

Low income is 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:

Proportion of Londoners using all types of transport at least once a week (2016/17) [11]

| % | 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 |
|---|-----------------|-----------------------|------------------|----------------|-------------------|-------------------|-------------------|
| Base | (17,560) | (4,966) | (840) | (1,365) | (1,424) | (1,337) | (1,417) |
| 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

Those on lower income may be less likely to benefit from the improvements to cycling. They are also less likely to be inconvenienced by the closure of Gedling Place. Other impacts from the scheme are unlikely to affect those on lower income disproportionately.

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

Ethnicity

| Ethnicity | Responses | % |
|----------------|-----------|-------|
| White British | 47 | 49.5% |
| Other European | 13 | 13.7% |
| Other White | 8 | 8.4% |

| | | |
|-------------------------|---|------|
| White English | 6 | 6.3% |
| White Scottish | 4 | 4.2% |
| Black British | 3 | 3.2% |
| White Irish | 3 | 3.2% |
| Other ethnic background | 2 | 2.1% |
| Other Mixed background | 2 | 2.1% |
| Asian British | 1 | 1.1% |
| Bengali | 1 | 1.1% |
| Chinese | 1 | 1.1% |
| Indian | 1 | 1.1% |
| Mixed White/Asian | 1 | 1.1% |
| Somali | 1 | 1.1% |
| White Welsh | 1 | 1.1% |

Sex (as recorded at birth)

| Sex | | |
|-------------------|----|-------|
| Male | 57 | 63.3% |
| Female | 29 | 32.2% |
| Prefer not to say | 4 | 4.4% |

Disability

| Are you disabled? | | |
|-------------------|----|-------|
| No | 79 | 84.9% |
| Yes | 11 | 11.8% |
| Prefer not to say | 3 | 3.2% |

Religion

| What is your religion or belief? | | |
|----------------------------------|----|--------|
| No religion | 51 | 63.75% |
| Christian | 16 | 20.00% |
| Other | 10 | 12.50% |
| Buddhist | 1 | 1.25% |
| Hindu | 1 | 1.25% |
| Muslim | 1 | 1.25% |
| | | |

Comparing the consultation responses to Census 2021 data, the responses may have over represented White ethnicities, those who are Male and those of No Religion. Those with disabilities have been well represented.

6. Conclusion and Recommendations

London Bridge and West Bermondsey ward is a typical ward in the context of the London Borough of Southwark, in terms of representation of those with protected characteristics.

Looking at TfL data regarding preferred mode of transport, some of those with protected characteristics may be less likely to benefit from the cycle lane on Druid Street, and more likely to be inconvenienced by the closure of Gedling Place.

However, from the available data, no significant detrimental impacts have been identified that would disproportionately or unfairly affect those with protected characteristics.