

Streets for People Strategy

Equality Impact Assessment

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Introduction

The purpose of this document

This document has been prepared to help develop Streets for People Strategy and to ensure that it complies with the council's legal obligations relating to the Equality Act 2010.

Section 149 of the Act obliges Southwark council, as public body, to ensure it does not discriminate against any individuals or groups who share a protected characteristic. We are also obliged to eliminate differences between the opportunities available to people with a protected characteristic and to those without.

The Act defines as a protected characteristic as one that is based on one of the following:

- How old someone is
- Whether they have a disability
- Their gender identity and whether or not they have undergone gender reassignment
- Whether or not they are married or in a civil partnership
- Whether they are pregnant or have children
- Their race or ethnicity
- Whether they profess certain religions or beliefs, or if they do not
- Whether they are male or female
- Their sexual orientation

The Streets for People Strategy must not disadvantage any people or groups based on these characteristics. We must also try to eliminate any disadvantages people or groups currently face based on these characteristics.

How the assessment has been done

Southwark adopted its Movement Plan and [Local Implementation Plan \(LIP3\)](#) in 2019. The Streets for People Strategy is a refresh of the adopted document to address the new challenges the borough is facing.

The Strategy is divided into four main themes which correspond to four main priorities and areas of work.

- **Streets for Communities:** Reclaiming accessible space for our communities to connect, socialise and play, in a safe and pleasant environment.
- **Streets for Journeys:** Making healthy and sustainable travel the safest, easiest, quickest and most convenient choice
- **Streets for the Economy:** Supporting our town centre economies to run efficiently and sustainably, reclaiming space to create high quality environments where people want to spend time
- **Streets for Nature:** Cleaning our air and reducing the impact of climate change by increasing biodiversity, making our streets greener and more resilient to extreme weather

The four themes each have 12 objectives to ensure we reach our pledges.

Each of these objectives has then been assessed to see if they have any potential impact on a protected group that is greater than its impact on the general population.

These impacts are judged in one of three ways:

- **Positive:** if the impact helps a protected groups by removing an existing barrier
- **Neutral:** if the impact neither helps nor hinders a protected groups
- **Negative:** if the impact represents a new barrier faced by a protected group

The initial assessment is deliberately cautious, focusing on a worst-case scenario. Many negative effects can be avoided if the objective is implemented in the right way.

The final column of the assessment sets out how the objective will be managed to avoid the potential negative impacts. It also sets out what we will do to make any neutral impacts positive and to ensure positive impacts are as positive as possible.

Equality Impact Assessment

Objective		Potential impact	Potential outcome	Mitigation and management
1	Reduce the need to own or use a car	<ul style="list-style-type: none"> Only a minority of Southwark's residents own cars. Disabled people, black, Asian and minority ethnic people, women and those from lower income groups are less likely to own a car and drive¹. <p>The use of all cars does damages roads over time, requiring Southwark to spend to maintain them in a safe condition.</p>	Positive	<ul style="list-style-type: none"> Reducing the use of private cars within the borough will reduce the spending needed to maintain roads in a usable state. This will allow Southwark to focus on supporting forms of transport a higher proportion of our residents use.
		<ul style="list-style-type: none"> Several groups currently rely on cars to undertake their travel needs. These include people with mobility impairment, as well as women and people with young children, who are more likely to make journeys not served by public transport or cycle infrastructure 	Negative	<ul style="list-style-type: none"> Expansions of vehicle-free space will not affect the accessibility of locations by car. Where people still do need to use a car to reach their destination, they will still be able to do so. <p>The expansion of our cycle network will focus on increasing connectivity to destinations across the borough, so people can make the journeys they want to.</p>
2	Create good quality space that is accessible for all people	<ul style="list-style-type: none"> The Streets for People Strategy will prioritise all transport schemes and policies on the basis of the Equity Framework. This includes focusing investment on projects that will provide an especial benefit to protected groups, who have 	Negative	<ul style="list-style-type: none"> Where possible, data will be automatically updated. Where there are conflicts, the most up-to-date information will be used

¹ (Transport for London, 2019)

		<p>traditionally been neglected by transport investment. It also means that the needs of all users will be considered at design stage.</p> <p>This approach requires the council to take into consideration the relevant demographics when designing schemes. If inaccurate or out-of-date data are used, the result could be inequitable.</p>		
		<ul style="list-style-type: none"> • The distribution of groups with different protected characteristics is different. Some groups, such as children and old people, are more evenly distributed across the borough. It will be harder to focus targeted interventions in this case. 	Negative	<ul style="list-style-type: none"> • Alongside targeted interventions, we will also maintain and enforce minimum standards to ensure that no-one is disadvantaged as a result of where they live in the borough.
		<ul style="list-style-type: none"> • People with mobility issues and old people rely on street furniture such as benches as they need places to frequently rest. Any programmes to declutter the pavement by removing poorly placed street furniture has the potential to restrict their mobility. 	Negative	<ul style="list-style-type: none"> • Any publically-useful street furniture (such as benches as opposed phone cabinets) that is identified to be moved will be replaced with at least one nearby.
		<ul style="list-style-type: none"> • Uneven and unstable pavements can present a barrier to those with mobility issues, old people and those with young children pushing prams and buggies. 	Positive	<ul style="list-style-type: none"> • By prioritising interventions in the highest trafficked areas, we can ensure that greatest benefit is achieved as soon as possible. To ensure that residents in lower-priority areas still benefit, we will also ensure that all new pavements built as part of new developments or affected by other transport schemes are (re)built to the same high standard.
3	Reclaim, reallocate and repurpose	<ul style="list-style-type: none"> • Lower income groups less likely to have access to private outdoor space. 	Positive	<ul style="list-style-type: none"> • Alongside prioritising protected groups, such schemes should prioritise

public land for community use	Replacing existing hard surfacing with more green space ensures more people have access to space to play and enjoy nature.		areas of Southwark with the worst access to parks and other greenspaces, to ensure the greatest benefit.
	<ul style="list-style-type: none"> • A lack of sense of community can exacerbate existing mental health conditions². It also makes life more difficult for those with who need more supportive care, such as people with young children, old people and people with disabilities. High levels of traffic sever these neighbourhood links. 	Positive	<ul style="list-style-type: none"> • New public space should be built with communities and nearby institutions to ensure they become effective neighbourhood centres.
	<ul style="list-style-type: none"> • Background noise, including traffic noise, disproportionately affects many protected groups. It hampers the development of children's brains, it is increases the risk of stroke, premature death³ and Alzheimer's⁴, and can be distressing for people with developmental disorders such as autism. <p>Moreover, black people and those from other minority ethnic groups, and those from low-income households are more to live near higher-trafficked roads and experience more background noise.</p>	Positive	<ul style="list-style-type: none"> • We will seek to reduce noise through the elimination of noise generating activity, not its diversion. Therefore, the problem will not be shifted to another group.
	<ul style="list-style-type: none"> • Involving the community in streetspace design means reaching the whole community. Older people, lower income groups and those with certain disabilities are less able to access information on the internet. Young LGBTQ+ and people with mental health conditions 	Negative	<ul style="list-style-type: none"> • We will use multiple streams of messaging to ensure as wide a possible audience. This will include online and by post, but also publicity in Southwark's buildings and events designed to encourage active participation.

² (Mental Health Foundation, n.d.)

³ (Halonen, et al., 2015)

⁴ (Cantuaria, et al., 2021)

		are more likely to be homeless, and harder to reach by mail.		
4	Improve safety and security for everyone using our streets	<ul style="list-style-type: none"> Young people, old people⁵, disabled people⁶, and black, Asian and minority ethnic groups are more likely to be injured in road accidents. 	Positive	<ul style="list-style-type: none"> Combining accident data with demographic data will allow us to focus interventions where they will have the most benefit.
		<ul style="list-style-type: none"> Black, Asian and minority-ethnic residents are more likely to be the victims of crime⁷. <p>90% of young adults are concerned about their safety when walking in London⁸.</p> <p>Women and members of the LGBTQ+ community⁹ are more likely to experience harassment in public and cite feelings of safety as a reason they don't use public transport and don't visit certain areas. This results in missed opportunities, such as being unable to take jobs because of an unsafe journey to work¹⁰.</p>	Positive	<ul style="list-style-type: none"> Different people's perception of crime and feelings of safety are different, and no single solution will work in all locations. <p>We need to work with the relevant groups to understand what improvements they need to improve their experience.</p>
5	Make walking, cycling and wheeling easier	<ul style="list-style-type: none"> Different types of exercise may be more different groups of people, especially due to age and/or disability. 	Negative	<ul style="list-style-type: none"> Design transport protects to promote all exercise, by providing opportunity, rather than promoting specific activities.
		<ul style="list-style-type: none"> Some disabled people find it easier to cycle than to walk, but poorly-designed cycle lanes, such as those that are too narrow or have excessive camber can be 	Negative	<ul style="list-style-type: none"> All new cycle infrastructure will be assessed against our Accessible Cycle Tool to ensure it usable for everyone.

⁵ (Transport for London, 2019)

⁶ (Aldred, 2018)

⁷ (London TravelWatch, 2021)

⁸ (London TravelWatch, 2021)

⁹ (London TravelWatch, 2021)

¹⁰ (London TravelWatch, 2021)

		unusable for users of adapted cycles ¹¹ .		
		<ul style="list-style-type: none"> Poorly-designed and sited cycle lanes can form a barrier to pedestrians. Such barriers can be especially difficult to traverse for old people and those who are visually and mobility impaired 	Negative	<ul style="list-style-type: none"> We will consider pedestrian movement throughout the design process of cycle infrastructure, allowing them to move around sites along desire lines. Will use a consistent language of tactile surfaces to edge cycle lanes and identify crossings.
		<ul style="list-style-type: none"> Age and disability can limit the distance people can walk or cycle¹², limiting the usefulness of infrastructure. 	Neutral	<ul style="list-style-type: none"> By creating frequent rest-stops along active travel corridors we can ensure that they are usable by as many people as possible.
		<ul style="list-style-type: none"> The micromobility vehicles offered as part of the current trial are not suitable for those who may have balance issues for reasons of age or disability. 	Neutral	<ul style="list-style-type: none"> Any permanent infrastructure installed by the council to support micromobility will be vehicle- and provider-agnostic, to allow it to be used by adapted micromobility vehicles in the future.
6	Make walking cycling and wheeling easier for children and young people	<ul style="list-style-type: none"> Children and young people tend to be overlooked in engagement and in traditional discourse. 	Positive	<ul style="list-style-type: none"> By actively working with children and young people we can ensure that transport projects reflects their needs.
7	Work with TfL and other transport operators to make public transport safe, accessible, and reliable	<ul style="list-style-type: none"> Women are more likely to use public transport. Women are also more likely to have childcare and household management duties¹³. The current public transport system prioritises radial journeys into central London, which makes to multipoint trips women are more likely to make harder to do. <p>Lower-income groups are more likely rely on public transport, and more likely to</p>	Positive	<ul style="list-style-type: none"> We will focus interventions designed to improve public transport on making radial and local trips across outer London easier. We will campaign for public transport providers to do the same.

¹¹ (Transport for London, 2019)

¹² (Transport for London, 2019)

¹³ (Transport for London, 2019)

		take local and radial journeys to get to work.		
		<ul style="list-style-type: none"> • Disabled people are more likely to be on lower incomes, yet many are excluded from using public transport due to poor design. This forces them to use the more expensive option of driving. 	Positive	<ul style="list-style-type: none"> • We need to recognise that poorly-designed public transport suppresses a lot of demand from people who would otherwise want to use it. We need to design public transport infrastructure for everyone, not just those that currently use it.
8	Increase footfall and dwelling time in town centres by making them a nice place to be and easy to get to	<ul style="list-style-type: none"> • A need to travel longer distances to reach essential goods makes it harder for those without access to car or the internet to access them. Such people are more likely to be older or from lower income groups. 	Positive	<ul style="list-style-type: none"> • By supporting thriving town centres, more people will be able to access the goods they need within walking and cycling distance
9	Reduce the impact of freight on our streets and support business to operate sustainably and efficiently	<ul style="list-style-type: none"> • A number of people, including old people and those with mobility or mental health issues, may rely on home deliveries to access essential goods, including goods which require special handling, such as medicine and food 	Neutral	<ul style="list-style-type: none"> • More sustainable delivery and servicing methods will be developed to reduce the reliance on motor vehicles. However, while it continues to be necessary, access for delivery vans will remain.
10	Manage the road network to avoid congestion and reduce disruption caused by construction and roadworks	<ul style="list-style-type: none"> • Black and other minority ethnic groups and lower income groups are more likely to live on busier roads which see the majority of large construction and transport projects. Additionally, those with certain mental health conditions and developmental disorders are more susceptible to noise. 	Positive	<ul style="list-style-type: none"> • We will seek to make construction and roadworks quieter overall, thereby eliminating the problem and not diverting it elsewhere.

11	Reduce emissions from transport and improve air quality	<ul style="list-style-type: none"> • Air pollution is a major threat to public health which can lead to lifelong illness and death. Young people, old people¹⁴, and those with pre-existing health conditions are especially sensitive to air pollution. 	Positive	<ul style="list-style-type: none"> • Air pollution data will be combined with demographic data to help us prioritise interventions that will have the greatest benefit. We will design interventions to reduce sources of negative air pollution, not divert them.
		<ul style="list-style-type: none"> • Black, Asian and minority-ethnic residents, as well as those from lower-income households, are more likely to be in areas of high air pollution, and more likely to suffer ill-health as a result. 	Positive	<ul style="list-style-type: none"> • Black, Asian and minority-ethnic residents are also more likely to live on the trunk network, which will make reducing air pollution by limiting through traffic harder to achieve. We will pursue multiple solutions to reducing air pollution.
12	Make streets greener and more resilient to extreme weather	<ul style="list-style-type: none"> • Frequent flooding and standing water can make areas more difficult to traverse for people with mobility issues, as well as those with small children. 	Positive	<ul style="list-style-type: none"> • We will view flood risk data alongside demographic data to ensure interventions bring the greatest benefit.
		<ul style="list-style-type: none"> • Lower income groups are less likely to have access to green space. Access to green space and biodiverse areas has a positive effect on mental health. 	Positive	<ul style="list-style-type: none"> • By focusing greening in areas with the least greenspace, we can improve the quality of life for local residents while at the same time creating new habitats for wildlife.

¹⁴ (Transport for London, 2019)

References

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