

Peckham Rye between Nunhead Lane and Stuart Road (Cycleway 35)

Equality Impact and Needs Analysis

Guidance notes

Things to remember:

Under the Public Sector Equality Duty (PSED) public authorities are required to have due regard to the aims of the general equality duty when making decisions and when setting policies. Understanding the affect of the council's policies and practices on people with different protected characteristics is an important part of complying with the general equality duty. Under the PSED the council must ensure that:

- Decision-makers are aware of the general equality duty's requirements.
- The general equality duty is complied with before and at the time a particular policy is under consideration and when a decision is taken.
- They consciously consider the need to do the things set out in the aims of the general equality duty as an integral part of the decision-making process.
- They have sufficient information to understand the effects of the policy, or the way a function is carried out, on the aims set out in the general equality duty.
- They review policies or decisions, for example, if the make-up of service users changes, as the general equality duty is a continuing duty.
- They take responsibility for complying with the general equality duty in relation to all their relevant functions. Responsibility cannot be delegated to external organisations that are carrying out public functions on their behalf.
- They consciously consider the need to do the things set out in the aims of the general equality duty not only when a policy is developed and decided upon, but when it is being implemented.

Best practice guidance from the Equality and Human Rights Commission recommends that public bodies:

- Consider all the [protected characteristics](#) and all aims of the general equality duty (apart from in relation to marriage and civil partnership, where only the discrimination aim applies).
- Use equality analysis to inform policy as it develops to avoid unnecessary additional activity.
- Focus on the understanding the effects of a policy on equality and any actions needed as a result, not the production of a document.
- Consider how the time and effort involved should relate to the importance of the policy to equality.
- Think about steps to advance equality and good relations as well as eliminate discrimination.
- Use good evidence. Where it isn't available, take steps to gather it (where practical and proportionate).
- Use insights from engagement with employees, service users and others can help provide evidence for equality analysis.

Equality analysis should be referenced in community impact statements in Council reports. Community impact statements are a corporate requirement in all reports to the following meetings: the cabinet, individual decision makers, scrutiny, regulatory committees and community councils. Community impact statements enable decision makers to identify more easily how a decision might affect different communities in Southwark and to consider any implications for equality and diversity.

The public will be able to view and scrutinise any equality analysis undertaken. Equality analysis should therefore be written in a clear and transparent way using plain English. Equality analysis may be published under the council's publishing of equality information, or

be present with divisional/departmental/service business plans. These will be placed on the website for public view under the council's Publications Scheme.

Equality analysis should be reviewed after a sensible period of time to see if business needs have changed and/or if the effects that were expected have occurred. If not then you will need to consider amending your policy accordingly. This does not mean repeating the equality analysis, but using the experience gained through implementation to check the findings and to make any necessary adjustments.

Engagement with the community is recommended as part of the development of equality analysis. The council's Community Engagement Division and critical friend, the Forum for Equality and Human Rights in Southwark can assist with this (see section below on community engagement and www.southwarkadvice.org.uk).

Whilst the equality analysis is being considered, Southwark Council recommends considering Socio-Economic implications, as socio-economic inequalities have a strong influence on the environment we live and work in. As a major provider of services to Southwark residents, the council has a legal duty to reduce socio-economic inequalities and this is reflected in its values and aims. For this reason, the council recommends considering socio-economic impacts in all equality analyses, not forgetting to include identified potential mitigating actions.

Similarly, it is important for the Council to consider the impact of its policies and decisions in relation to tackling the climate emergency. This includes both the potential carbon emissions of a policy or decision and its potential effect on the borough's biodiversity. You are asked to consider the impact on climate of your policy and decision under discussion by completing the Climate impact section below.

Section 1: Equality impact and needs analysis details

Proposed policy/decision/business plan to which this equality analysis relates	Walking and cycling improvements
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Equality analysis author	Josh Kerry – Project Manager				
Strategic Director:	Matt Clubb				
Department	Highways	Division	Environment & Leisure		
Period analysis undertaken	Autumn 2023				
Date of review (if applicable)					
Sign-off		Position		Date	

Section 2: Brief description of policy/decision/business plan

1.1 Brief description of policy/decision/business plan

Cycleway 35 includes specific design proposals along Peckham Rye from Nunhead Lane to Stuart Road, known as section 1. This EINA concerns this specific section of Cycleway 35. The overall objective of this project is to improve cycle infrastructure in the area in order to encourage more walking and cycling.

The proposed cycle infrastructure was to be a segregated cycle route parallel to the road initially on the park side of Peckham Rye (East). However further to consultation received it was considered that a simplified design would be to provide a segregated uphill cycle lane providing protection to cyclists where it was most needed – when they are moving slower ascending the gradient. The previous iteration – both reduced pedestrian footway and bi-directional track – suffered from insufficient widths to meet minimum standards and provided areas of shared space footway at road crossings on gradients where downhill cyclists are likely to be travelling at speed. This conflict has been removed in the amended design where footways and cycle lane meet standards.

The opportunity to negotiate areas of Common Land at the back of the footway (in exchange for highways land to be greened elsewhere on the Common) makes the proposed design a realistic alternative whereas previously this was unavailable.

All side roads will be raised and tactile paving will be provided to mark these.

The four proposed zebra crossings on this section have tactile paving extending to the back of the footpath.



Figure 2-1 shows a summary of the route proposal along Peckham Rye from Nunhead Lane to Stuart Road (section 1). This is part of a longer route from Bermondsey to Catford.

The designs take into account the following:

- Compliance with Southwark Streetscape Design Manual (SSDM)
 - Compliance with the London Cycle Design Standards (LCDS)
 - Compliance with LTN1-20
 - TfL guidance on Wayfinding signage.
 - Alignment with the TfL Healthy Streets principles.
 - Best practice and guidance on designing for all road users.
 - Complements the existing public realm and seeks to improve facilities for both walking and cycling.
 - Minimises the impact on bus stops and the bus network
- This new route forms part of Southwark's ambitious Streets for People Strategy which aims to transform street spaces in Southwark, designing them around the needs of people, not cars.

Southwark carried out a public consultation on this section of cycle route C35 – Peckham Rye between Nunhead Lane and Stuart Road. This was between 21 August and 1 October 2023.

Consultation drawings were available on Southwark's website and a public drop in session was held on Peckham Rye Common on 2 September.

An online consultation form was publicised via postcard flyers that were circulated to 1833 addresses in the consultation zone. Paper forms were also made available on request.

The results of the consultation informed design changes to improve the scheme.

Section 3: Overview of service users and key stakeholders consulted

2. Service users and stakeholders	
Key users of the department or service	Residents, schools (pupils/staff/parents), businesses, visitors.
Key stakeholders were/are involved in this policy/decision/business plan	Businesses, Schools, Faith Groups, Housing teams, Emergency Services, Transport for All, Ward Councillors, Cabinet Member.

Section 4: Pre-implementation equality impact and needs analysis

This section considers the potential impacts (positive and negative) on groups with 'protected characteristics', the equality information on which this analysis is based and any mitigating actions to be taken, including improvement actions to promote equality and tackle inequalities. An equality analysis also presents as an opportunity to improve services to meet diverse needs, promote equality, tackle inequalities and promote good community relations. It is not just about addressing negative impacts.

The columns include societal issues (discrimination, exclusion, needs etc.) and socio-economic issues (levels of poverty, employment, income). As the two aspects are heavily interrelated it may not be practical to fill out both columns on all protected characteristics. The aim is, however, to ensure that socio-economic issues are given special consideration, as it is the council's intention to reduce socio-economic inequalities in the borough. Key is also the link between protected characteristics and socio-economic disadvantage, including experiences of multiple disadvantage.

Socio-economic disadvantage may arise from a range of factors, including:

- poverty
- health
- education
- limited social mobility
- housing
- a lack of expectations
- discrimination
- multiple disadvantage

The public sector equality duty (PSED) requires us to find out about and give due consideration to the needs of different protected characteristics in relation to the three parts of the duty:

1. Eliminating discrimination, harassment and victimisation
2. Advancing equality of opportunity, including finding out about and meeting diverse needs of our local communities, addressing disadvantage and barriers to equal access; enabling all voices to be heard in our engagement and consultation undertaken; increasing the participation of under represented groups
3. Fostering good community relations; promoting good relations; to be a borough where all feel welcome, included, valued, safe and respected.

The PSED is now also further reinforced in the two additional Fairer Future For All values: that we will

- Always work to make Southwark more equal and just
- Stand against all forms of discrimination and racism

1) Demographic data for Peckham Rye

Consideration has been given to how the proposed change will affect those members of the wider community who share one of the protected characteristics.

The demographic data used in this report comes primarily from the Office for National Statistics Census 2021 although other sources are used.

As the scheme falls entirely within the Peckham Rye ward, this has been used as the basis of census and other data, where possible. The population of Peckham Rye was 10,200 according to the 2021 Census, and that of Southwark was 307,600.

1.1) Age – Area profile (Census 2021)

This can refer to people of a specific age, e.g. 18 year olds, or an age range, e.g. 0-18 year olds.

Will the proposed change/ project/ scheme have a differential impact (positive or negative) on people of a specific age or group (e.g. older or younger people). Evidence has been provided for why this group may be particularly affected.
Age Distribution

Table 4.1 indicates that there is a higher number of children and young people than the average for the borough or England as a whole. The percentage of older people is lower than the country as a whole. According to TfL's report, Travel in London: Understanding our diverse communities, Southwark has one of the lowest proportions of older residents across all the London boroughs (8%).

Table 4.1: Age distribution for Peckham Rye ward compared to Southwark and England¹

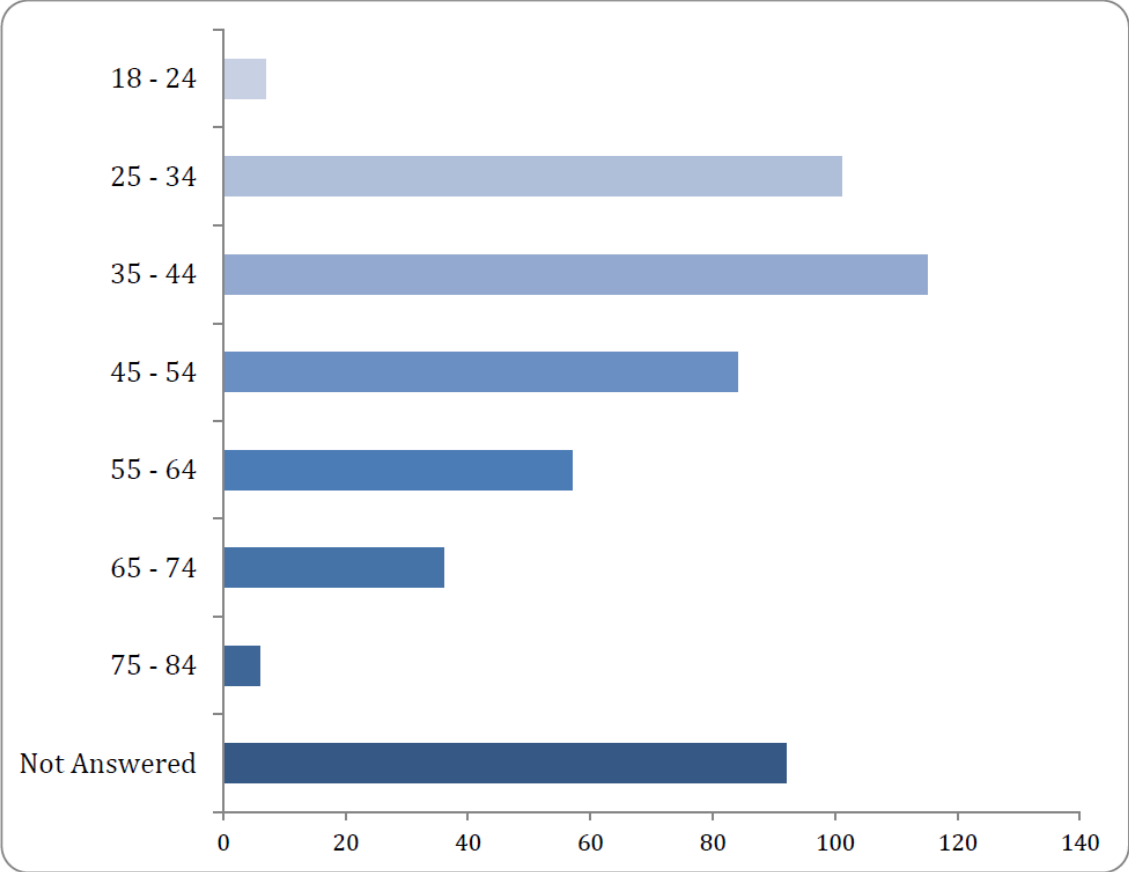
Age	Peckham Rye (%)	Southwark (%)	England (%)
0 to 4	7.7	5.3	5.4
5 to 14	13.3	10.5	11.9
15 to 24	9.0	13.6	11.7
25 to 34	18.3	23.8	13.6
35 to 49	25.1	22.2	19.4
50 to 64	18.0	16.4	19.4
65 to 74	5.3	4.9	9.9
75 to 84	2.4	2.5	6.1
85 +	0.9	1	2.4

1: Taken from Census Data 2021

TfL’s Travel in London Report found that the 17-24 and 45-64 age groups were well represented in cycling across London, with the over 65s being one of the most underrepresented groups (Travel in London, Report 15, TfL, 2022, [Travel in London Report 15](#)).

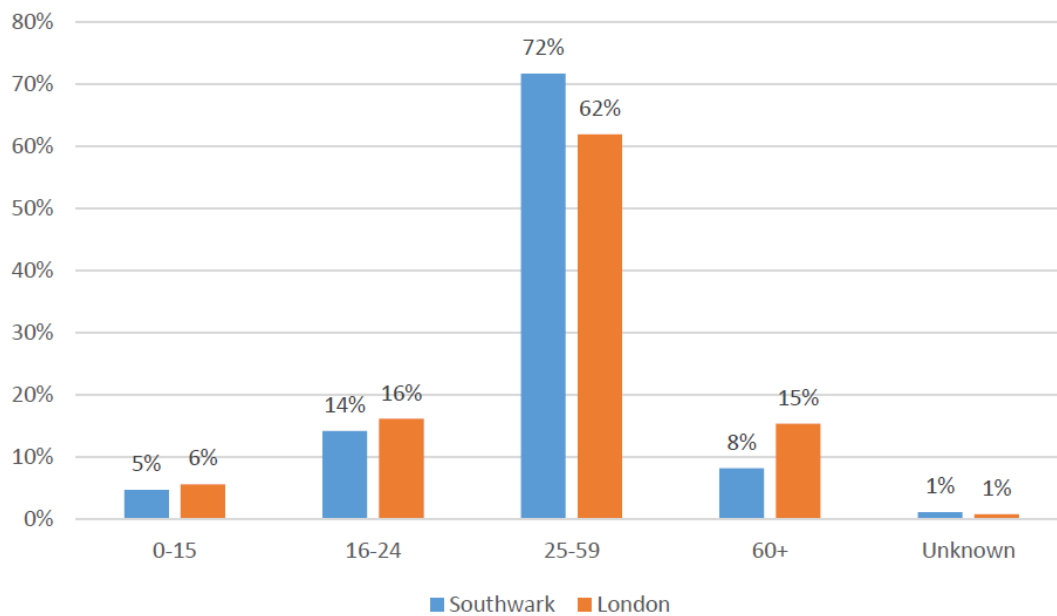
There were 406 responses to Southwark’s ‘age’ question in their consultation. They were asked which age band the respondent was in. The majority of respondents were between 35 and 44.

Responses to consultation question, ‘what is your age?’



Data for those who were killed or seriously injured by age in the borough for 2022 shows that for younger age groups (under 24) this is slightly below the average for London as a whole, but that for those between 25 and 59 this group is overrepresented when compared to London as a whole.

KSI by age as a % in Southwark and London (2022)



Killed or seriously injured in Southwark compared to London during 2022⁴

(4 TfL Road Danger Reduction Dashboard, Road Safety Data Reports)

The consultation asked respondents if they had observed any incidents or dangerous situations on Peckham Rye such as accidents, near misses or dangerous driving. The results of that question can be seen below graph and help to provide justification for this intervention which is likely to improve road safety:

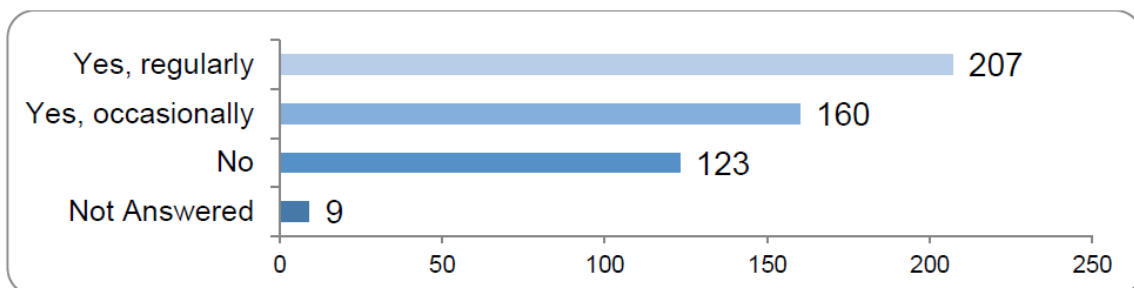


Figure 4-4: Consultation question, 'Have you observed any incidents or dangerous situations on Peckham Rye (near Peckham Rye Common)? (e.g. accidents, near misses or examples of dangerous driving)'

A large majority (74%) said they had observed incidents or dangerous situations on that stretch of road – Peckham Rye. Therefore the proposed zebra crossings, traffic calming measures, pedestrian improvements and segregated cycle lane will benefit younger age groups who are disproportionately affected by road traffic accidents.

Air quality

Air pollution in London is largely caused by road traffic, as well as domestic and commercial heating systems ([Health and Exposure to Pollution, 2023, London City Hall](#)).

Studies have shown that people who are of young and old age are more vulnerable to poor air quality ([New review shows harmful health impacts of pollution before birth through to old age, 2023, London City Hall](#)) and see also Fuller, G et al., Environmental Research Group, 'Imperial College London, 2023, [Impacts of air pollution across the life course – evidence highlight note](#)' .

Children and young people are particularly vulnerable to air pollution as their respiratory systems are still developing. Similarly, older and/ or disabled people with respiratory illnesses will also benefit from schemes promoting walking and cycling.

Young people are particularly vulnerable to the effects of air pollution. Long-term exposure to negative air quality can lead to reduced lung development, asthma, developmental problems and more wheezing and coughs in younger people.

Older people are particularly vulnerable to the adverse effects of air pollution, partly because they are more likely to have multiple long-term conditions occurring at the same time. Exposure to air pollution is also associated with accelerated cognitive decline in older people and the increased risk of stroke.

Health

Children who are overweight or obese are likely to remain such in later life. The National Child Measurement Programme covers children in Reception (aged 4-5) and Year 6 (age 10-11). This data is broken down into underweight, healthy weight, overweight and obese children.

Data for Southwark shows that children in Reception who are overweight or living with obesity is just above the national average at 23.4% (22.3% in England), although the percentage of children in year 6 who are overweight or living with obesity is 42.8%, significantly above the average for England (37.8%) – ([NHS National Child Measurement Programme – England, 2021/22](#))

The Centre for London found a relatively strong correlation between weight problems, inactivity and low levels of walking and cycling. They also found a clear link between obesity and socioeconomic factors (Centre for London, 'Fair Access: Towards a transport system for everyone' Barrett et al., 2019).

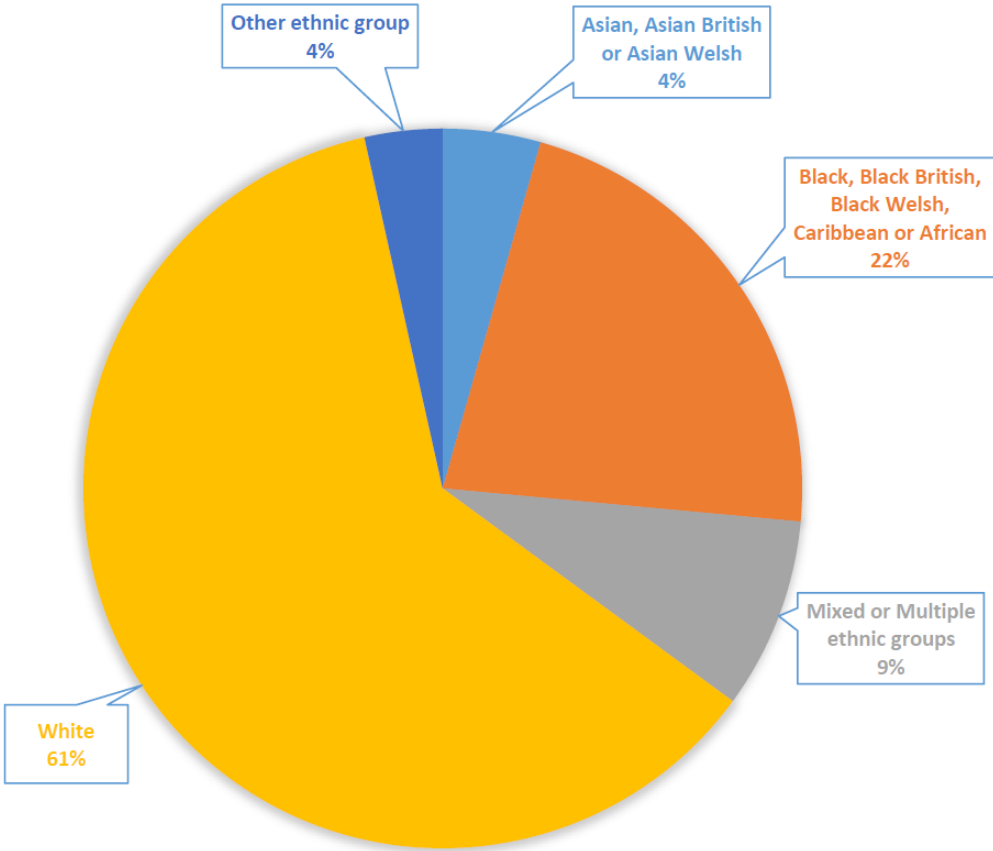
1.2) Ethnicity – Area Profile (Census 2021)

This refers to a group of people defined by their race, colour, and nationality (including citizenship), ethnic or national origins.

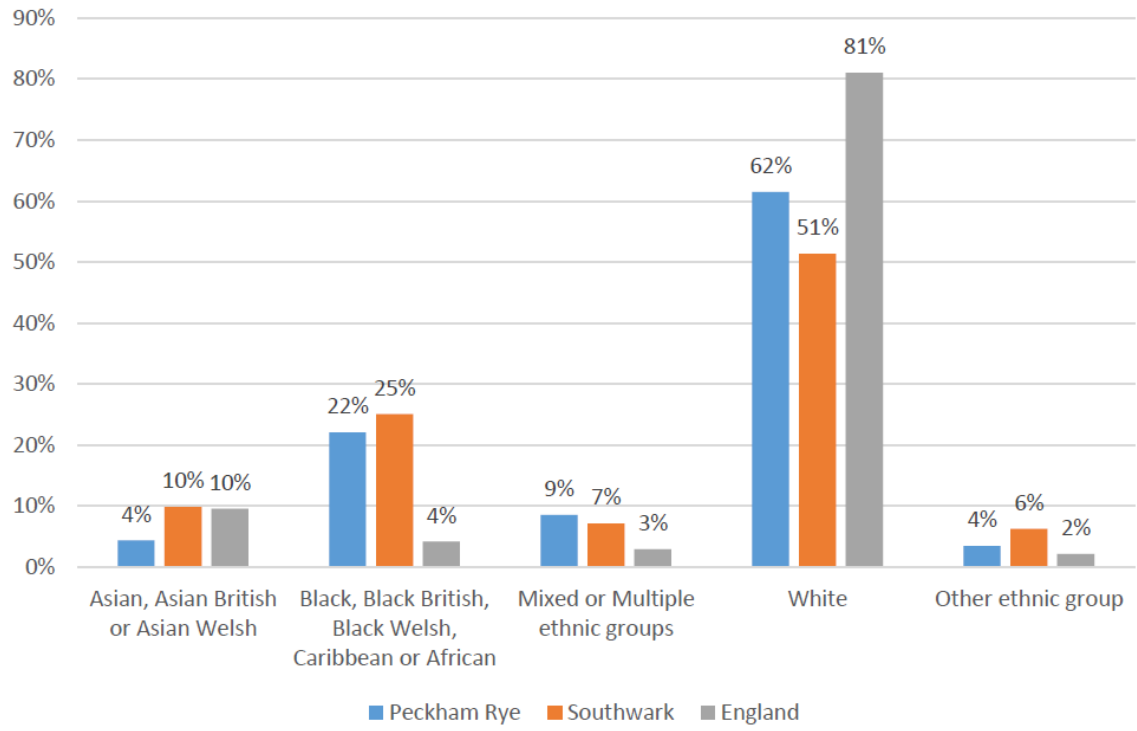
We will consider if the proposed scheme is likely to have a differential impact (positive or negative) on people of a certain race.

Southwark is ethnically and culturally diverse. This is particularly the case in those under the age of 20. Over 120 languages are spoken across the borough

Below shows the population of the study area (Peckham Rye) split by ethnic group and a comparison with the Borough and England as a whole:



Population of Peckham Rye ward by ethnic group (Source: Census 2021)



Population by ethnicity for Peckham Rye, compared to Southwark and England

(Source: Office for National Statistics (ONS), [Population Census 2021](#))

Overall, Peckham Rye is less ethnically diverse than the borough as a whole, but significantly more diverse than the country as a whole.

The most populous stated ethnic group in the study area is 'White' (62%), with the second most populous stated ethnicity Black, Black British, Black Welsh, Caribbean or African', of which 22 per cent of the population identify.

This compares to the borough as a whole where just over half of the population is white (51%), a quarter (25%) is Black, Black British, Black Welsh, Caribbean or African' and 10% is Asian, Asian British or Asian Welsh.

The consultation asked respondents, 'what is your ethnic background?' 390 responses were received for this question and the results are shown in the graph below. Whilst the diversity of cyclists has increased over the years, it is still the case that the majority of London cyclists tend to be white. This trend is represented in the consultation responses.

According to TfL's report on 'Understanding the Needs of London's Diverse Communities', Asian and minority ethnic Londoners are more likely to walk and use public transport than white Londoners (Transport for London, Understanding the travel needs of London's diverse communities - BAME, April 2018, <https://content.tfl.gov.uk/BAME.pdf>).

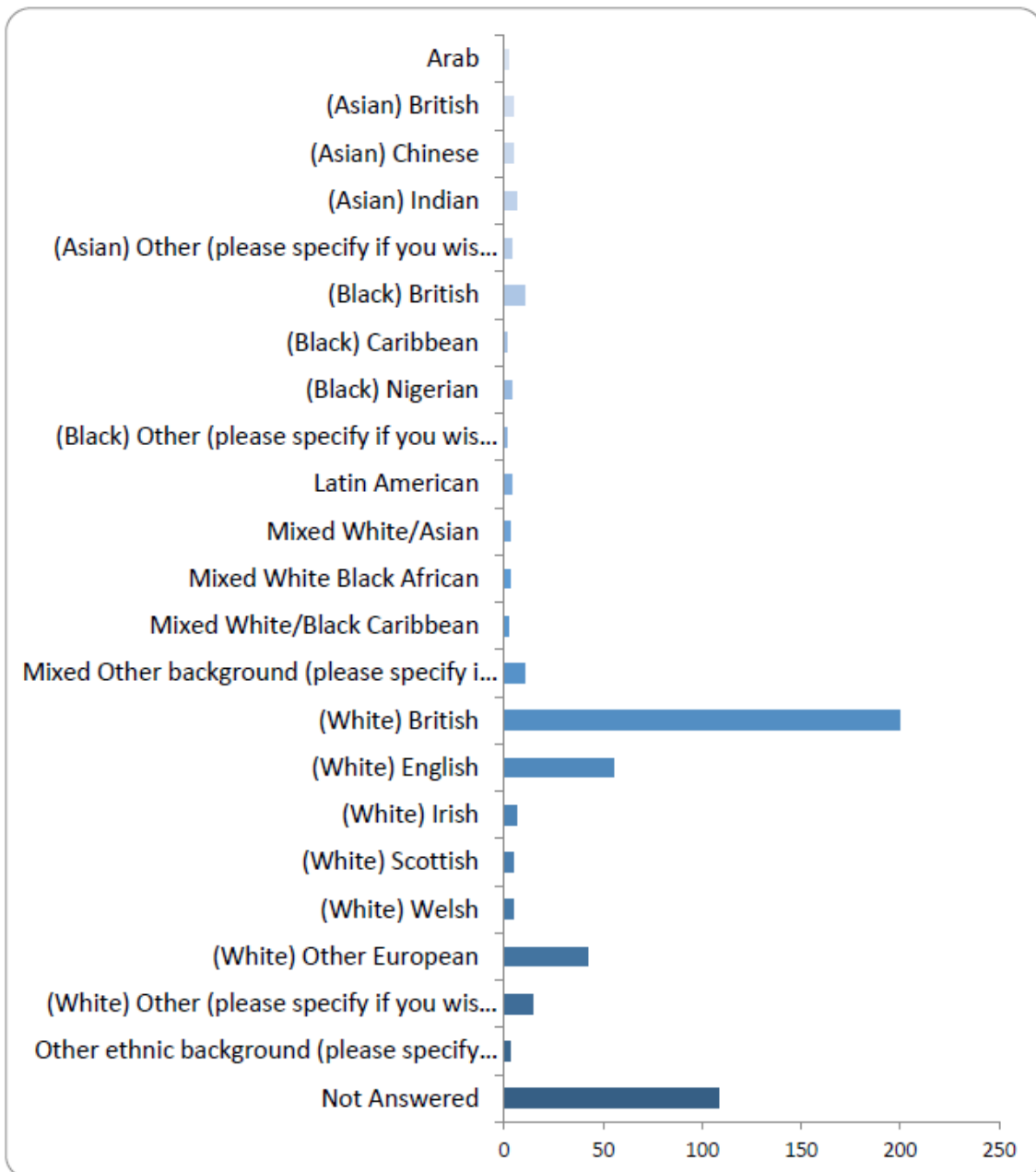
White people are overrepresented in cycling but there have been some improvements in the representation of Asian, Arab, Mixed and other ethnic groups (Travel in London, Report 15, TfL, 2022).

TfL's 'Cycling Potential in Diverse Communities' report found that there is great cycling potential in non-cyclists, who are Black, Asian and ethnic minority people as they are most open to cycling (as well as men and age group 16-34).

Road Safety

There is a strong causal link between road casualties and deprivation, as well as between ethnic group and deprivation. A study by Agilysis found that 51.7% of ethnic minority pedestrian casualties lived in the 25% most deprived communities. (Road Traffic and Injury Risk in Ethnic Minority Populations, 2021, Agilysis for London Living Streets, [road-traffic-injury-risk-amongst-gb-black-and-ethnic-minority-populations.pdf](#) (livingstreets.org.uk)).

Black children in London are more at risk from pedestrian injury than White or Asian children, and Black Londoners are less likely to own cars than White or Asian Londoners (LTNs for all? Mapping the extent of London's new low traffic neighbourhoods Nov 2020, R. Aldred & E. Verlinghieri).



Responses to consultation question, 'what is your ethnic background?'

1.3) Sex / Gender – area profile (Census 2021)

This section considers whether the proposed scheme will have a differential impact (positive or negative) on females or males.

According to the Census in 2021, in Peckham Rye there are 52.5% females and 47.5% males. This compares to 51% females and 49% males in England. Transport for London's Travel in London Report shows that there has been a steady increase in the representation of women in cycling since 2010/11. However, this equates to a figure of 34% of those who cycled in 2021/22 being women, some way off of equal representation.

Challenges in relation to whether an individual can ride a bike, store a bike or even own a bike are most prominent among older women who also have low incomes and or disabilities.

Women may be more concerned than men about their own personal safety. TfL found that amongst those who had not cycled for the last 12 months, 73% of women were concerned for their personal safety and this was the primary barrier for them to cycling. (Cycling potential in London's Diverse Communities, 2021, TfL, cycling-potential-in-londons-diverse-communities-2021).

Of those that responded to the question of their sex recorded at birth, more responses were received by men (43%) than women (29%) in the consultation. 25% did not answer the question, 1.8% preferred not to say, and 1 person stated another sex.

1.4) Household deprivation – area profile (Census 2021)

This refers to people who are disadvantaged due to socio-economic factors, e.g. unemployment, low income, low academic qualifications, or living in a deprived area, social housing or unstable housing.

Although not a protected characteristic under the equality act, this presents as an opportunity for Southwark to improve services to meet diverse needs, promote equality, tackle inequalities and promote good community relations.

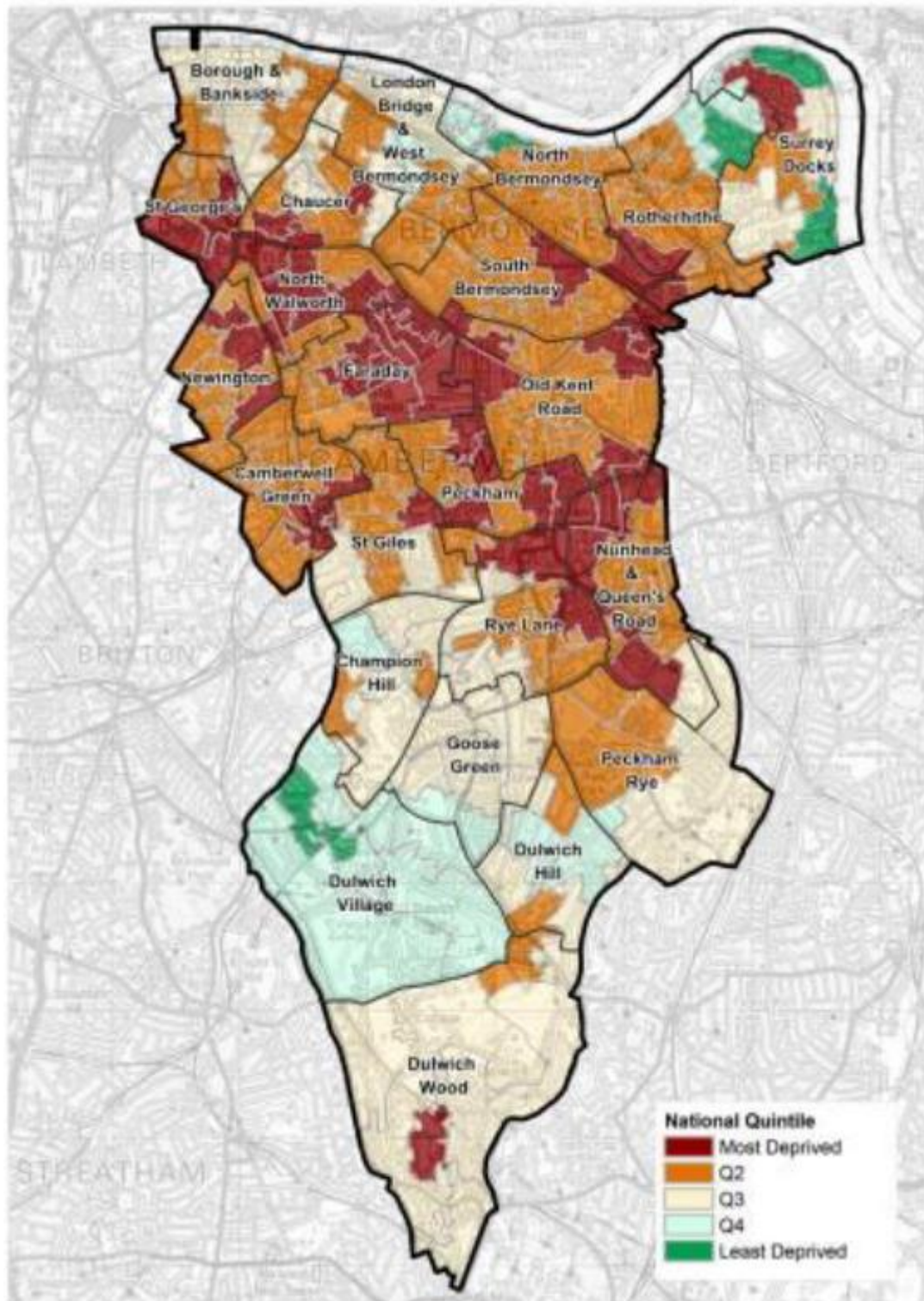
Southwark is one of the most deprived local authorities in the country. Below map shows the level of deprivation within the study area (Peckham Rye ward).

The median household income in Southwark in 2021 was £33,848, which is comparable to the national average of £32,549.

It is noted that Southwark Council intends to reduce socio-economic inequalities in the borough. There is a key link between protected characteristics and socio-economic disadvantage.

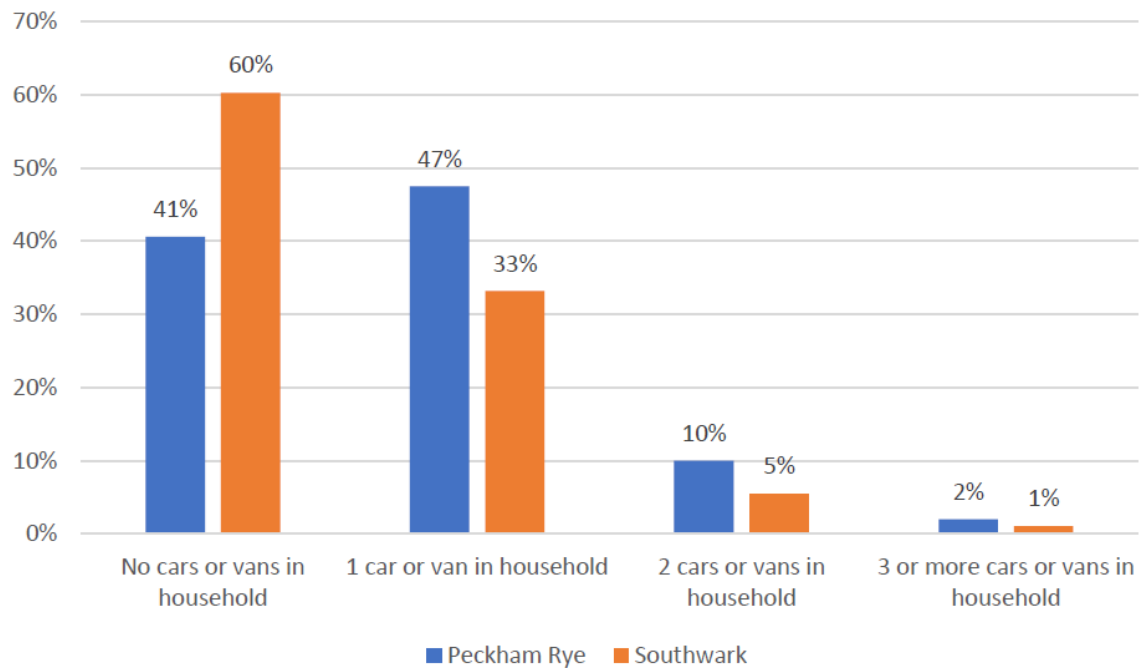
Alongside skill and opportunity, cost can be another factor discouraging people from taking up cycling. Cycling will always be cheaper than driving. It can often be cheaper than public transport (although does generally require more upfront investment).

TfL's Travel in London Report found that across London, when looking at the incomes of those cycling, those with higher incomes are overrepresented and those on lower incomes are underrepresented.



Indices of Deprivation 2019 (Source: Southwark JSNA, Annual Report, 2022)

The Indices of deprivation are based on income deprivation, employment deprivation, education, skills and training deprivation, health deprivation and disability, crime, barriers to housing and services and living environment deprivation.



Car ownership in Peckham Rye ward, compared to the borough as a whole

(source: Census 2021 Data)

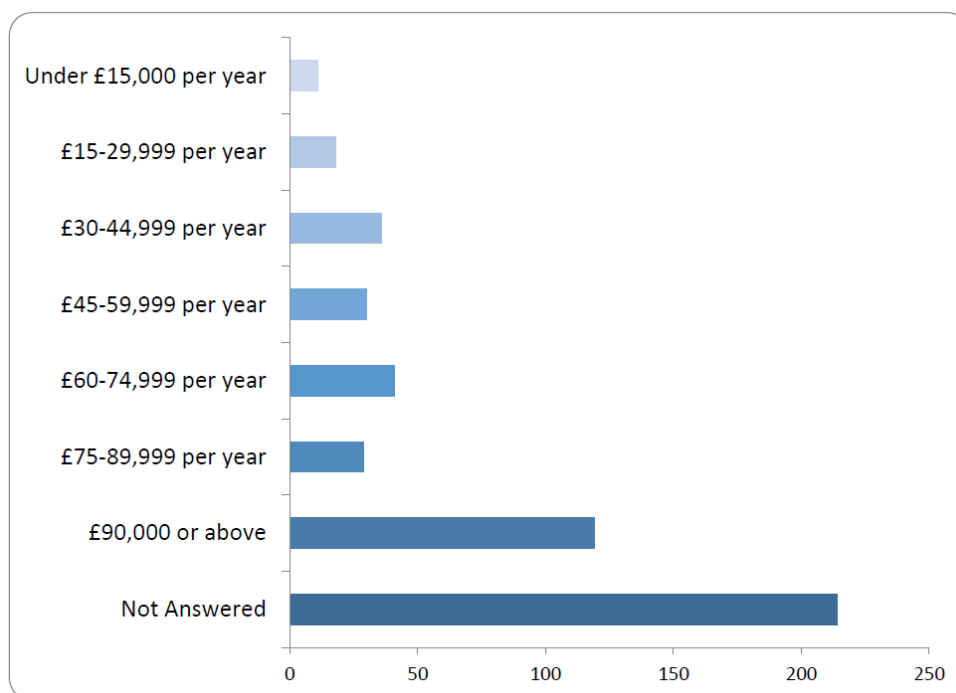
The consultation included a question on car ownership. The responses broadly aligned with the census data for the ward. 41% said that they did not own a car, and 51% said that they owned one car or van.

Car ownership can be a choice, and is not necessarily an indicator of socio-economic status. For those households without access to a car, cycling infrastructure such as that proposed here is vital to aid movement and for an active travel alternative to public transport.

According to research undertaken by Transport for London in 2019, “Travel in London: Understanding our diverse communities” the most commonly used form of transport for Londoners with lower household incomes (below £20,000) is walking. The bus is the next most commonly used form of transport with 69% of people with lower household incomes taking the bus at least once a week compared to 59% of all Londoners.

TfL also found that for those on a very low income, the cost of a bike may be a significant barrier to cycling.

The same TfL research found that disabled Londoners are more likely to live in a household with an annual income of £20,000 or less than non-disabled Londoners (61 per cent compared with 25 per cent). This is likely to be due to a significantly low proportion of disabled people in full or part time employment when compared to non-disabled people of the same age.



Response to consultation question, 'Approximately, what is your household income?'

284 responses were received in response to the question regarding household income. More responses were received from those whose household earned over £90,000.

1.5) Disability – area profile (Census 2021)

A person has a disability if they have a physical or mental impairment which has a substantial and long-term adverse effect on the person's ability to carry out normal day-to-day activities.

This could include: physical impairment, hearing impairment, visual impairment, learning difficulties, long-standing illness or health condition, mental illness, substance abuse or other impairments.

According to the Census 2021, the percentage of those disabled under the Equality Act where activities are limited a lot is lower in the study area (Peckham Rye ward) than in the borough and England and Wales as a whole.

Table 4.2 shows a comparison of the % of disabled residents in Peckham Rye, Southwark and England. However it is important to distinguish between the different types of disability and the different needs which need to be considered when planning cycling and walking infrastructure on the highway.

Table 4.2: Percentage of those disabled under the Equality Act (Source Census 2021)

	Peckham Rye (%)	Southwark (%)	England & Wales (%)
Disabled under the Equality Act: Day-to-day activities limited a lot	5	6	7
Disabled under the Equality Act: Day-to-day activities limited a little	10	8	13

Below graphic shows the range of different impairment types for those with a disability across Southwark. Mobility is listed as the impairment type which affects most disabled people in the borough. This data has its source from the Family Resources Survey (FRS).

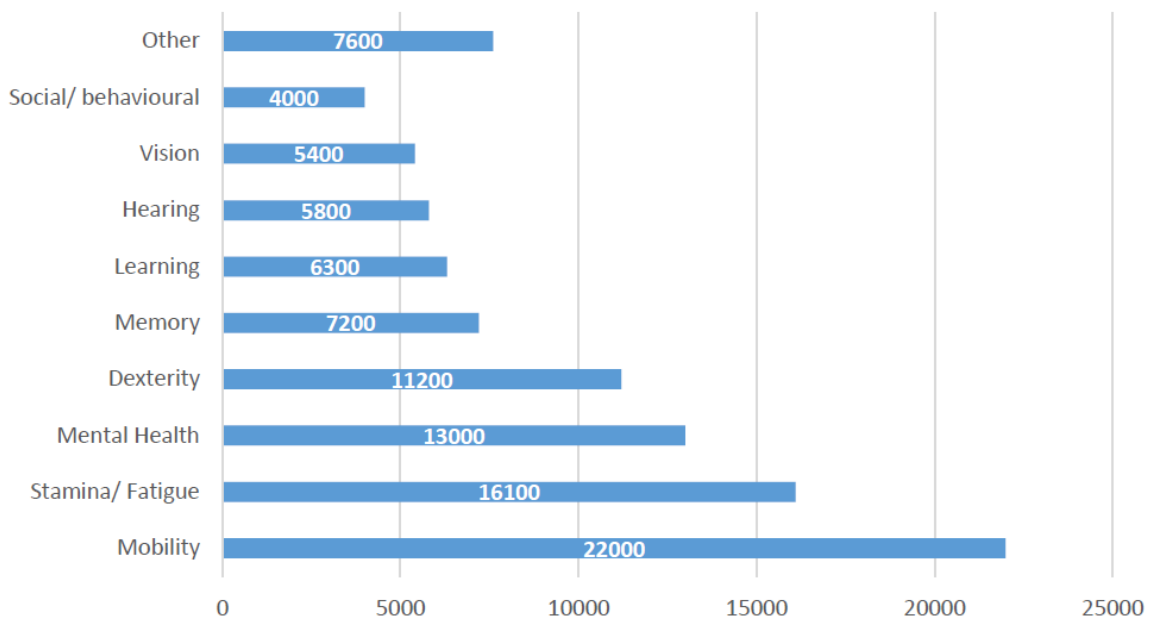


Figure 4-5: Prevalence of key impairment types for those with a disability in Southwark, 2019/2020¹⁰.

(source: Southwark JSNA Annual Report, 2022)

The Wheels for Wellbeing annual survey focuses solely on cyclists who have a disability and found that the majority (64%) of respondents reported that cycling was easier than walking and a similar number (59%) considered their cycle a mobility aid. The survey results also showed that 33 per cent of disabled cyclists use a bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling. (Wheels for Wellbeing Annual Survey 2021: <https://wheelsforwellbeing.org.uk/wp-content/uploads/2022/05/Disability-and-Cycling-Report-of-2021-national-survey-results.pdf>).

However again caution must be used to recognise that different types of disability have different requirements and this affects accessibility.

Majority of respondents to the survey indicated that they had experienced difficulties in accessing cycling, with individual freedoms being severely restricted as a result. Most significantly, the following barriers were identified as the most pressing ones:

- Inaccessible cycling infrastructure
- The prohibitive cost of adaptive cycles (and lack of local inclusive cycling opportunities)
- The absence of legal recognition of the fact that cycles are mobility aids for many Disabled people (on a par with wheelchairs or mobility scooters)

Some disabled people find it easier to cycle than to walk so it must be ensured that this route is accessible to all, especially those using adapted cycles. Improved and new cycle infrastructure will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows. Some disabled people with physical /mobility impairments rely upon cycling as their primary means of mobility (however it very much depends on the type and severity of mobility impairment or type of disability).

From the consultation responses received, Southwark were able to analyse the level of support for the scheme from those that consider themselves to have a disability. In addition to this, the frequent themes identified from disabled respondents were against the removal of parking, or calling for the provision of disabled parking bays and/ or loading next to the park, and comments relating to the perceived pedestrian / cycle conflict in the proposed design. Of the disabled people who responded to the C35 Cycle Route consultation undertaken for the scheme 62% said they travel by bike.

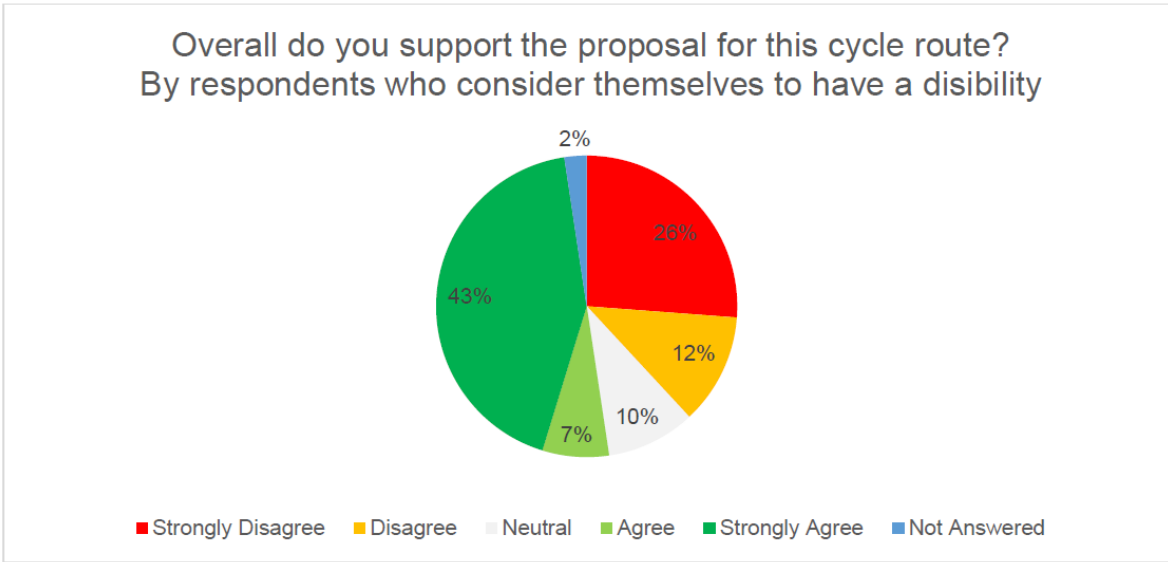


Figure 4-6: Responses to consultation question of whether the proposal is supported by disabled people.

1.6) Pregnancy and maternity

Pregnancy refers to the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

The total fertility rate is the average number of live children that a group of women would bear if they experienced the age-specific fertility rates of the calendar year throughout their childbearing lifespan.

Table 4.3: Birth and Fertility rates in Southwark, London and England¹³

Area	2021		
	Live births	General Fertility Rate ¹⁴ (GFR)	Total Fertility Rate (TFR) ¹⁵
Southwark	3,525	44	1.14
London	110,961	56	1.52
England	595,948	56	1.62

(Source: ONS, <https://data.london.gov.uk/dataset/births-and-fertility-rates-borough>)

According to Census 2021, The General Fertility Rate (GFR) in Southwark was 44 per 1,000 women aged 15-44, significantly lower than the average for London and England GFR. Therefore, there are likely to be less pregnant and maternal people who reside in Southwark than the national average.

Total fertility rates for Southwark have fallen year on year over at least the last decade. The average age of mothers having their first child in England and Wales rose to 30.9 years in 2021.

1.7) Sexual Orientation – Census 2021

This refers to whether a person is sexually attracted to people of the same sex or a different sex to themselves. Please consider the impact on people who identify as heterosexual, bisexual, gay, lesbian, non-binary or asexual.

It is believed that no aspect of this scheme is likely to have a disproportionate/differential impact on the grounds of sexual orientation.

2) Travel in London: Understanding our diverse communities 2019

2.1) Ethnicity – Travel Behaviour statistics

- Walking at least once a week is almost universal across all ethnic groups.
- BAME Londoners are more likely than white Londoners to use the bus, DLR or to travel as a car passenger at least once a week.
- The use of buses is particularly high among black Londoners, with 73 per cent using this type of transport at least once a week, compared with 65 per cent of all BAME Londoners and 56 per cent of white Londoners.
- BAME Londoners are more likely than white Londoners to walk (at least once a week) to get to/from work, school or college (60 per cent compared with 44 per cent), to visit friends and relatives (60 per cent compared with 49 per cent) and to take a child to school (41 per cent compared with 27 per cent).
- BAME Londoners are less likely to hold a driving licence than white Londoners (54 per cent BAME aged 17 years or over compared with 71 per cent white). Asian Londoners and Mixed Londoners are slightly more likely than other BAME groups to hold a driving licence (57 per cent).
- Cycling levels among BAME Londoners and white Londoners remain very similar. Seventeen per cent of BAME Londoners cycle in the Capital at least sometimes, compared with 18 per cent of white Londoners.
- Even though BAME Londoners are less likely to be able to ride a bicycle, they are also more likely to be contemplating increasing their cycling frequency (13 per cent compared with nine per cent of white Londoners).
- BAME Londoners are again more likely than white Londoners to say they will definitely/probably use the Cycleways in the future: 30 per cent compared with 26 per cent (compared with 28 per cent and 21 per cent in November 2014).
- BAME Londoners are less likely than white Londoners to say that they feel safe from accidents when walking around London during the day.
- BAME Londoners are slightly less likely than white Londoners to say that they feel safe from accidents when cycling either during the day or at night. Sixteen per cent of white Londoners compared to 11 per cent of BAME Londoners consider themselves very safe from accidents when cycling during the day.

2.2) Gender – Travel Behaviour statistics

- The three most common transport types used by women at least once a week are walking (95%), bus (63%) and car as a passenger (51%).
- Women are more likely than men to use the bus at least once a week (63% compared with 56%) and are less likely to travel by Tube at least once a week (38% of compared with 43%). Women are also less likely than men to cycle in London (13% compared with 22%).
- Women are less likely than men to drive at least once a week (33% compared with 42%).
- Women aged 17 or over who are living in London are less likely than men to have a full driving licence (58% compared with 72%) or have access to a car (63% of all women compared with 66% of all men).
- Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices.

2.3) Age – Travel Behaviour statistics

Older People

- Walking is the most frequently used type of transport by older Londoners aged 65 and over (87% walk at least once a week).

- Buses are the next most common type of transport used by older Londoners; 65% of Londoners aged 65 or over take the bus at least once a week.
- Among Londoners aged 65-69, 54% drive a car at least once a week, which is higher than Londoners overall (38%). Londoners aged 80 or over are considerably less likely to drive a car, and only 25% drive every week.
- Older Londoners are less likely to walk at least once a week than all Londoners (87% of Londoners aged 65 or over walk once a week compared with 95% of all Londoners).
- Bus use at least once a week among Londoners aged 65 and over is 65%, higher than the proportion for all Londoners (59%).
- Household access to a car reduces with age; 61 per cent of Londoners aged 65 and over have a car in their household compared with 65 per cent across all Londoners.
- There are an estimated 26,000 carers in Southwark. It is expected that many of these carers are reliant on vehicular transport to assist with their duties, however additional services such as TfL Freedom Pass, Dial-a Ride, Taxicard scheme, and Capital Call and Motability can help to reduce reliance on carers. See [Southwarks Carers](#) webpage for further advice and contacts of groups and charities that can help.

Younger People

- Walking is the most commonly used type of transport for younger Londoners, with 97 per cent aged 24 and under walking at least once a week.
- The bus is the next most commonly used transport type for younger Londoners. Among Londoners aged 11-15, 75% use the bus at least once a week, compared with 59 per cent of all Londoners.
- 47% of journeys made by Londoners under the age of 25 are for education compared with 20% for Londoners overall.
- Travelling by car as a passenger continues to decrease as younger Londoners achieve greater independence. Around three-quarters of under-16s (74%) travel by car as a passenger each week compared with 48% of those aged 16 to 24.
- Younger Londoners are more likely to walk almost every day (five or more days a week) with 90% of Londoners aged under 25 stating this compared with 84% of all Londoners.
- Regular bus use is common among younger Londoners. 76% of Londoners under 25 years old use the bus at least once a week and 42% use the bus almost every day (five or more times a week).
- The same proportion of younger Londoners (aged 16-24) as all Londoners sometimes cycle in London: 17 per cent of 16 to 24-year-olds sometimes use a bicycle to get around London. 13% of younger Londoners cycle regularly (at least once a week).
- A key barrier to younger Londoners cycling, particularly younger children, is the perceived safety of the cycling environment by parents. This remains a strong barrier, even when the parent perceives their child to be a skilful cyclist.
- The most common form of transport to and from school among Londoners aged under 16 continues to be walking. 45% of school journeys are made on foot.

2.4) Disabled – Travel Behaviour Statistics

- 9% of Londoners consider themselves to have a disability. 84% of these disabilities effect how people travel.

- The most commonly used types of transport by disabled Londoners are walking (81% of disabled Londoners walk at least once a week), the bus (58%) and car as the passenger (42%).
- Disabled Londoners use transport less frequently than non-disabled Londoners. For each type of transport (with the exception of private hire vehicles) a lower proportion of disabled Londoners use each type of transport at least once a week compared with non-disabled Londoners.
- Public transport generally is less commonly used by disabled Londoners than non-disabled Londoners.
- While a considerably lower proportion of disabled Londoners have driven a car to get around London in the past year than non-disabled Londoners (28% compared with 45%), the proportion who have used a car as a passenger in the last year is the same for both groups (81%).
- Disabled Londoners are less likely to have household access to a car than non-disabled Londoners. Just over half (52%) of disabled Londoners do not have household access to a car compared with 34% of non-disabled Londoners.
- 17% of disabled Londoners sometimes use a bike to get around London, which is a smaller proportion than among non-disabled Londoners (where 18% sometimes use a bike).
- Disabled Londoners are almost as likely as non-disabled Londoners to say that they probably or definitely expect to use Cycleways in the future (27% compared with 28%).
- Disabled Londoners are slightly less likely to have used a private hire/minicab in the past year than non-disabled Londoners (49% compared with 58%). Disabled Londoners are slightly more likely to use minicabs frequently though when compared with non-disabled Londoners; 8% of disabled Londoners use a minicab at least once a week compared with 6% of non-disabled Londoners.
- Sixty-five per cent of disabled Londoners consider the condition of pavements to be a barrier to walking, and 43 per cent report that obstacles on pavements are a barrier to walking more

2.5) Lower-incomes (socio-economic status) – Travel Behaviour statistics

- Women, disabled people, BAME Londoners and older people are more likely to live in low income households than other Londoners.
- The most common type of transport used by Londoners on lower incomes is walking (93% walk at least once a week) in line with all Londoners (95%)
- The bus is the next most common type of transport used by Londoners on lower incomes (69% use the bus at least once a week, compared to 59% of Londoners)
- Londoners with lower household incomes are less likely to use a car (both as a driver and passenger), train and Tube than all Londoners. This is most pronounced with driving a car (23% compared with 38% overall) and using the Tube at least once a week (32% compared with 41% overall)
- The proportion of Londoners with access to at least one car falls with decreasing household income
- Londoners in lower-income households are less likely to cycle. 8% sometimes used a bike to get around London in the past year compared with 17% of all Londoners

3) Impact on Protected Characteristic Groups

Age - Where this is referred to, it refers to a person belonging to a particular age (e.g. 32 year olds) or range of ages (e.g. 18 - 30 year olds).

Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.

Positive impacts:

- Cycle infrastructure should enable cyclists of all ages and abilities to explore in equal measure and in equal safety, with equal or greater priority in relation to the other roads it meets on its journey.
- Overall, the scheme may benefit the young as they are more physically active and encouraged to be so by these improvements to the walking and cycling environment.
- Improved walking and cycling infrastructure such as this scheme can help to promote health and wellbeing, addressing physical inactivity and obesity.
- The sections of the route which are completely segregated and traffic free will particularly benefit the very young or those travelling with children as it will improve their safety and feeling of safety as they cycle.
- This section of route passes close to a secondary school, Harris Girls' Academy, on Homestall Road. The majority segregated cycleway along Peckham Rye should encourage more to cycle to and from school as this increases safety and perception of safety amongst pupils cycling.

Negative impacts:

- As mentioned above, the proposed cycle route passes near to Harris Girls' Academy. Therefore, around school start and finish times we can expect there to be more activity at the kerbside. This may be from those walking, cycling or being dropped off in a vehicle. Cross section 4 in Appendix A shows that in the section on Peckham Rye to the east of the junction with Homestall Road where the cycle route is on carriageway, there is actually a reduction in the footway width from 3m to 2.3m on one side (the south of Peckham Rye). The consultation summary states that 'schools in nearby streets were visited to raise awareness of the proposal and gather feedback' and that 'engagement with the schools needs to continue during the next design development stage'. Attempts are being made to try to utilise some of the Common Land to improve footway width at this busy footfall location. It is recommended that direct engagement takes place with Harris Girls' Academy to get their feedback on the amended design.
- The design involves removing parking currently on Peckham Rye. This has the potential to disproportionately negatively affect older people as well as their visitors and any carers as car dependency is higher for this group who may be unable to participate in active travel or use public transport.

Equality information on which above analysis is based

See paragraphs 1 – 2.

Mitigating and/or improvement actions to be taken

- Ensure consultation and clear signage and wayfinding
- Tie in with LBS Community influencers scheme. These influencers are beginners to cycling who can inspire others in their community to try out riding a bike. Ambassadors such as these would be useful in the promotion of the new infrastructure to encourage others, such as those travelling to school to try it.
- No respondents to the survey as having a disability live on Peckham Rye itself.
- Where parking is removed the double yellow lines have relaxed restrictions for blue badge holders (up to 3 hours parking permitted). The parking stress surveys show very low demand on Peckham Rye (<25%). Alternative parking is available on Straker's Lane (and other side streets) for carers/ visitors.
- There is no detrimental impact to Emergency Services – they will be free to travel the road or stop anywhere as before.
- Any concessions for Blue Badge holders ? Blue badge holders get up to 3 hours parking on DYL.
- The design has been amended to reduce areas of conflict to remove shared space and ensure the cycle and walking infrastructure meets design standards for minimum widths. The uphill segregated path is uninterrupted and runs the entire length of the eastern southbound carriageway and therefore is less convoluted reducing confusion for users and vulnerable pedestrians.

Disability - A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.

Please note that under the PSED due regard includes:

Giving due consideration in all relevant areas to "the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities." This also includes the need to understand and focus on different needs/impacts arising from different disabilities.

Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.

Positive Impacts:

- Cycling can be easier than walking for some people with disabilities depending on their specific disability but particularly for some mobility issues, and so the reduction of traffic and better quality accessible infrastructure delivered by this scheme should encourage walking and cycling, particularly for this group. However as mentioned before it is important to distinguish between different disabilities. Not all disabled people can cycle or use adapted cycles for disabled people however the street environment is improved elsewhere in the scheme for pedestrians with more frequent and upgraded crossing points and resurfacing of footways. This is a positive impact for disabled persons who don't or cant cycle.
- Southwark have signed the Equal Pavements Pledge in order to ensure footpaths

are accessible to all, reducing barriers to disabled people. This scheme supports this by improving the pedestrian environment – ensuring that footways are smooth, level, have appropriate tactile paving and safe crossing points with dropped kerbs.

Negative impacts:

- There may be issues with lack of cycle confidence for cyclists mixing with traffic downhill, however it is considered that given the gradient, 20mph limit, proposed traffic calming and narrowing of carriageway the conditions are suitable for on-carriageway cycling.
- Visually impaired people will be pedestrians in the affected area, users of public transport or passengers in other vehicles. Visually impaired people will have varying degrees of ability to see the changes in the environment around them. Initially any change could be confusing.
- Uneven footway along trees: This could be potentially hazardous to those using mobility cycles as they may be more unstable and liable to tip over. Mitigation: Ensure that resurfacing takes place to make good the footway where it is not level.
- Zebra Crossing and bus stop bypasses: This could be an issue for the visually impaired as there is potential for conflict here with cyclists as they cross across pedestrians. Mitigation: tactile paving will be installed to ensure users are aware of the location of this. The floating islands will meet minimum widths (2.5m) to ensure space for vulnerable users to alight from buses.
- Parking removal: The on street parking along Peckham Rye will be removed to enable the bidirectional segregated cycleway. Mitigation: No people who responded to the survey as having a disability live on Peckham Rye itself. And there are no disabled bays.

Equality information on which above analysis is based

See paragraphs 1 – 2.

Negative impacts based on evidence	Mitigating and/or improvement actions to be taken
<p>There may be confusion or worries about collisions on carriageway for those with disabilities, as well as crossing from one side to the other and about cycle lane widths in relation to non-standard cycles. There may also be issues with lack of cycle confidence.</p>	<p>Changes have been made to the proposed design to ensure that the design of the cycle facilities is suitable for use by those on adapted or non-standard cycles which are often used as mobility aids for disabled people. Both LTN 1/20 and the London Cycle Design Standards (LCDS) contain guidance on accessible designs.</p> <p>Ensure this scheme is promoted for use by all members of the community – including those with a disability. This will mean engagement with as many members of the disabled community as possible perhaps through local groups.</p> <p>Cycle training targeted at disabled people – given that disabled Londoners are less likely to be able to ride a bike, Southwark</p>

	could target some cycle training in the area covered by this new route and those who have a disability but want to learn to ride a bike.
Parking removal: The on street parking along Peckham Rye will be removed to enable the bidirectional segregated cycleway.	Ensure consultation with properties who front Peckham Rye to ensure the loss of parking on street does not affect anyone with a disability. (None affected according to responses to our consultation survey). Parking survey was carried out on three separate visits in September and October 2023 and the results showed that Peckham Rye has low parking stress (<25%).
Visually impaired people will be pedestrians in the affected area, users of public transport or passengers in other vehicles. Visually impaired people will have varying degrees of ability to see the changes in the environment around them. Initially any change could be confusing.	Ensure consultation with local residents and with local organisations representing those with disabilities.
Uneven footway along trees: This could be potentially hazardous to those using mobility scooters or wheelchairs / accessibility aids as they may be more unstable and liable to tip over	Ensure remedial action to construct level footways throughout the scheme extents.
Zebra Crossing and bus stop bypass: This could be an issue for the visually impaired.	Tactile paving will be installed to ensure users are aware of the crossing locations and changes to highway layout.
<p>Gender reassignment: - The process of transitioning from one gender to another.</p> <p>Gender Identity: Gender identity is the personal sense of one's own gender. Gender identity can correlate with a person's assigned sex or can differ from it.</p>	
<p>Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.</p>	
<p>There are no adverse effects which relate specifically to gender reassignment.</p>	
<p>Equality information on which above analysis is based.</p>	
<p>See paragraphs 1 – 2.</p>	
<p>Mitigating and/or improvement actions to be taken</p>	

None required

Marriage and civil partnership – In England and Wales marriage is no longer restricted to a union between a man and a woman but now includes a marriage between a same-sex couples. Same-sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples and must be treated the same as married couples on a wide range of legal matters. **(Only to be considered in respect to the need to eliminate discrimination.)**

Potential impacts (positive and negative) of proposed policy/decision/business plan

There are no adverse effects with regards to marriage or civil partnership.

Equality information on which above analysis is based

N/A

Mitigating actions to be taken

None required

Pregnancy and maternity - Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.

Positive impacts

- Maternal exposure to particulate matter (PM) during pregnancy is particularly harmful to children's health since this is a phase of rapid human growth and development¹⁶. If the proposed cycling route leads to a shift away from using the private car in favour of active travel modes, then subsequent improvements in air quality are likely to disproportionately benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

<p><u>Negative impacts</u></p> <ul style="list-style-type: none"> • None
<p>Equality information on which above analysis is based</p>
<p>See paragraphs 1 – 2.</p>
<p>Mitigating and/or improvement actions to be taken</p>
<p>During both the consultation and monitoring and evaluation processes, it should be ensured that feedback is sought from people who are pregnant or young mothers as it is likely that their experiences will vary on a case-by-case basis.</p>

<p>Race - Refers to the protected characteristic of Race. It refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins. N.B. Gypsy, Roma and Traveller are recognised racial groups and their needs should be considered alongside all others</p>
<p>Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.</p>
<p><u>Positive impacts</u></p> <ul style="list-style-type: none"> • This scheme is likely to improve conditions for those who walk and cycle, whether as a mode in itself or as part of a journey combined with public transport. As Asian and minority ethnic Londoners are more likely to walk and use public transport, they are more likely to benefit from any improvements to the walking environment brought by this scheme. <p><u>Negative impacts</u></p> <ul style="list-style-type: none"> • Currently it is not envisaged that there will be a negative impact of this proposed scheme that will disproportionately impact this group.
<p>Equality information on which above analysis is based</p>
<p>Paragraph 2.1</p>
<p>Mitigating and/or improvement actions to be taken</p>
<ul style="list-style-type: none"> • Tie in with LBS Community influencers scheme. These influencers are beginners to cycling who can inspire others in their community to try out riding a bike. Ambassadors such as these would be useful in the promotion of the new infrastructure to encourage others, such as those travelling to school to try it.

- There may be poor awareness of local walking and cycling schemes amongst those who rarely walk, cycle or travel outside their immediate area, particularly in those who do not speak fluent English, or it is not their first language. As such, all consultation and engagement communications should aim to ensure that these groups are reached, for example by offering materials in appropriate languages and or engaging through relevant community organisations.

Religion and belief - Religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (e.g. Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition.
Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.
It is believed at this time that no aspect of this scheme is likely to have a disproportionate/differential impact on the grounds of Religion and belief.
Equality information on which above analysis is based
N/A
Mitigating and/or improvement actions to be taken
None required

Sex - A man or a woman.
Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.
<u>Positive impacts</u> <ul style="list-style-type: none"> • Women are more likely to rely on buses than men. These proposals help to support access to local public transport links by improving walking and cycling. • Women are more likely to undertake childcare and domestic responsibilities, especially more likely to accompany children to school and so are more likely to benefit from an improved and safer walking environment particularly on the 'school run'. Also improved junction safety will allow women with pushchair / buggy to walk safely and easily. • TfL's 'Cycling Potential in London's Diverse Communities' report found that quiet streets and protected cycle routes are the most important factors to encourage cycling as they address safety concerns. Women may feel more encouraged and

supported to take up or go back to cycling when a safer environment is created.
<u>Negative impacts</u>
<ul style="list-style-type: none"> • None (See disabled comments above for impact on older frail women with mobility problems; disabled women with mobility impairments, who rely on carers for transport.)
Equality information on which above analysis is based
Paragraph 2.2.
Mitigating and/or improvement actions to be taken
N/A

Sexual orientation - Whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes
Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.
It is believed at this time that no aspect of this scheme is likely to have a disproportionate/differential impact on the grounds of sexual orientation.
Equality information on which above analysis is based
N/A
Mitigating and/or improvement actions to be taken
None required

<p>Socio-economic deprivation- This refers to people who are disadvantaged due to socio-economic factors, e.g. unemployment, low income, low academic qualifications, or living in a deprived area, social housing or unstable housing. Although not a protected characteristic under the equality act, this presents as an opportunity for Southwark to improve services to meet diverse needs, promote equality, tackle inequalities and promote good community relations.</p>
<p>Potential impacts (positive and negative) of proposed policy/decision/business plan; this also includes needs in relation to each part of the duty.</p>
<p><u>Positive impacts</u></p> <ul style="list-style-type: none"> • Cycling is a low cost form of transport and can connect people safely and quickly to local destinations, as well as to rail stations as part of multi-modal longer distance journeys (e.g. into Central London). The improvements to cycling conditions are likely to disproportionately benefit those without access to cars, providing they can afford the initial cost of a bike. • People who are socio-economically disadvantaged are less likely to own a car and are more likely to use active modes like walking as well as public transport. The scheme is likely to benefit this group. <p><u>Negative impacts</u></p> <ul style="list-style-type: none"> • Removal of parking for visitors to the park (Peckham Rye Park and common) combined with the introduction of a controlled parking zone in the area will mean that visitors to the park who are car dependent will have to pay. This may have more of an impact on those who are socio-economically disadvantaged and will find it harder to pay, although they may also be less likely to own a car and more likely to walk but also less likely to cycle due to the initial cost of a bike. The consultation asked what could be done to improve the walking environment in the area. The most common responses were: less traffic, slower vehicle speeds, improvement of pavement surfaces. Action is being taken in the scheme to address these concerns.
<p>Equality information on which above analysis is based</p>
<p>See paragraphs 1 – 2.</p>
<p>Mitigating and/or improvement actions to be taken</p>
<ul style="list-style-type: none"> • Cycle training and Dr Bike (bike maintenance) to be made available free of charge to those residents on a low income. • Southwark to promote opportunities to access affordable cycles, such as second-hand bike markets. This will reduce the up-front cost of purchasing a bike. • Invest in 'bike libraries' in schools so children can borrow bikes and swap them for larger ones as they grow. This will support cycling to school, particularly for those from lower income families.

Conclusions

As a result of completing this Equality Impact and Needs Analysis, impacts have been highlighted across the protected characteristics with mitigation and monitoring suggested.

In order to balance the consultation response – which was 58% male, 85% white and 42% of higher income bracket – we undertook doorstep surveys of all properties on the affected streets to get a broader representation of the immediate population to ensure they had their views heard.

Section 5: Further equality actions and objectives

5. Further actions			
Based on the initial analysis above, please detail the key mitigating and/or improvement actions to promote equality and tackle inequalities; and any areas identified as requiring more detailed analysis.			
Number	Description of issue	Action	Timeframe
1	Mobility issues (disabled or elderly)	Ongoing engagement with groups to assess design development. Recording if and how many places to stop and rest are included as part of this scheme.	Before (Design Stages)
2	On-going monitoring for equality impact: feedback from vulnerable groups.	Examine any feedback/complaints from disabled people and older people in particular.	Before, during and after
3	Healthy Streets survey – in particular the answer to question Q3M “To what extent do you agree with the statement that ‘this street provides a good environment for people to walk in’?”	Healthy Streets Assessment	Before and after (post implementation)
4	Recording use of facility	Monitoring of the numbers of those using the scheme once implemented (including demographic info inc. protected characteristics)	Before and after (post implementation)
5	Change of behaviour	Survey numbers of adults and children in the area trained to cycle skills levels 1,2 or 3.	Before and after (post implementation)
6	Ability or opportunity to	Traffic surveys to ensure that levels of	Before and after (post implementation)

		motor vehicle traffic remain low as compared to the baseline levels.	
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