

Equalities Analysis in Lambeth		
Proposal Title	C-19 Response: Tulse Hill Low Traffic Neighbourhood	
Document Number	LAM-TS-EIA-T H LTN-2	
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Who will sign off the assessment?	Hannah Jameson	
Who will be involved in approving this decision?	Simon Phillips	
What is changing?		
Version	Date	Comments
1	29.10.2020	Version 1 Published
2	30.11.2020	Amendments in line with ETO
3	12/11/2021	Updated EqIA to accompany consultation
<p>Temporary scheme: Physical changes were introduced to streets across the Tulse Hill neighbourhood to reduce motor traffic volumes, and to create space for people to safely walk and cycle. Traffic filters have been introduced to the streets specified below. Motor vehicles are able to drive to these points but are not able to drive through. Low cost, adaptable features have been used to introduce this change, allowing the Council to make amendments through engaging with the local community to understand improvement opportunities.</p> <p>The changes apply to the following locations;</p> <ul style="list-style-type: none"> • Arodene Road at the junction with Helix Gardens • Leander Road at the junction with Helix Road • Elm Park at the junction with Craginair Road • Upper Tulse Hill at the junction with Claverdale Road • Cotherstone Road at the junction with Holmewood Gardens <p>By reducing motor vehicle traffic it will make it safer and easier to social distance and provide safe walking and cycling routes. Around local businesses this will create space for local businesses to spill out.</p>		

Update November 2021; Consultation on a permanent scheme:

The changes outlined above were implemented in June 2020 and added to in January 2021. The scheme has undergone two rounds of monitoring which has demonstrated a net reduction in traffic across the internal area and boundary roads.

Due to the evidence collated, the scheme is deemed to be meeting its objectives and the council are now considering moving the scheme to a permanent traffic order. We are consulting the public on this decision, for five weeks from November 15th 2021. We will use the objective monitoring data and feedback gathered from local stakeholders and the wider community to make an informed decision on whether to make the scheme permanent.

If the scheme becomes permanent, further changes to the public realm will occur. This will include upgrading the current filters marked out with planters and signage to more permanent features that could include:

- Parking suspension
- Permanent road closure
- Footway extensions
- Highway and footway surface change
- Planting
- Sustainable Urban Drainage Systems
- Seating
- Play features
- Signage
- E-scooter/cycle parking

This EqIA will be updated considering such change.

What do we know about the people who will be impacted by this change?**Data Analysis Methodology:**

Borough-wide demographic analysis of protected characteristics and how these may be impacted by transport changes to reduce private vehicle dependence can be found on the wider Transport Strategy EqIA available here:

[Lambeth Transport Strategy EqIA](#)

The project is located within the Tulse Hill ward and the south-eastern section of Brixton Hill ward. Within and around these wards there are specific demographic factors to consider, described below. Whilst these cover larger geographic areas than the project and the wider affected area, they provide the best available data to understand local demographic trends across the local area.

Data gathered through community stakeholder mapping has also been incorporated to give detail of local services and amenities within the LTN scheme area.

Data by protected characteristic:

Sex:

Ward/area	Female	Male
Tulse Hill	7,995	7,580
LSOA Lambeth 021D (in Brixton Hill ward)	912	861
LSOA Lambeth 021E (in Brixton Hill ward)	991	1,032

- Tulse Hill has a slightly larger female population compared with males with a split of 48.7% male and 51.3% female.
- Brixton Hill has the lowest female life expectancy in the borough.
- There are roughly equal numbers of male and female residents in Brixton Hill 50.1%; Male and 49.9% Female. – around 7,900 of each.

Gender reassignment:

Data unavailable

Marriage and civil partnership:

Data unavailable

Pregnancy and maternity:

Data unavailable

Age:

- Tulse Hill has a high proportion of people under 20 and three quarters of the population are under 45. The age profiles of the ward are: 25.1% of the population are under 20; 50% are young working age (20-44); 15.8% are older working age (45-59) and 9.1% are aged 60+. There is a large proportion of children aged 0-15.
- In Brixton Hill there are a large number of working-age people. The age profiles are similar to the borough's: 18.8% of the population are under 20; 57.7% are young working age (20-44); 14.3% are older working age (45-59) and 9.3% are aged 60+.
- The following care homes and educational establishments have been classed as sensitive receptor locations, and are being monitored for air quality:
 - Jubilee Primary School
 - Festanton Primary School
 - City Heights E-ACT Academy
 - Elm Court
 - Holy Trinity C.E. Primary School
 - St Martin-in-the-Fields C.E
 - Orchard Primary School
 - Corpus Christi RC Academy
 - Christ Church Streatham C.E. Primary School
 - Trinity Academy
 - Oleander Preparatory
 - Holmewood Nursery

Socio-Economic Status:

- There is a low number of jobs in the ward, but resident employment rates are typical of Lambeth. Tulse Hill has a high rate of working age benefit claimants (Nov 2014), a high rate of out of work claimants, and a high rate of claimants aged under 25 compared to other wards in Lambeth. Tenure is typical of Lambeth as a whole (owner occupier 29% of households, social renting 43%, and private rented 25%), and a high proportion of dwellings in council tax bands A or B.
- Poor areas include the St Matthews, Tulse Hill, St Martin's estates, and better off areas include Brixton Hill near Josephine Avenue, and Upper Tulse Hill. Crime rate (2015) is average for Lambeth.
- Brixton Hill's public transport accessibility of 4.0 (out of 6 - borough average is 5.0, and London average is 3.8).
- Brixton Hill's median household income is average for the borough. The ward has a high employment rate, and number of residents in employment. Brixton Hill has an average rate of working age benefit claimants (Nov 2014), an average rate of out of work claimants, and an average rate of claimants aged under 25. A fifth (20%) of households are working age people sharing accommodation (i.e. not living as a family).
- Tenure is in line with the borough as a whole (Owner occupied 33%, Social Rented 33%, and private rented 32%). Around three-quarters of household spaces are flats, which is about average for the borough. The crime rate is average for Lambeth (2015).
- Car ownership in Tulse Hill is about 0.5 per household, compared to a borough average of 0.5, a London average of 0.8, and a national average of 1.1.
- Tulse Hill's public transport accessibility score is 4.4 (out of 6 - borough average is 5.0, and London average is 3.8).

Ethnicity:

- Over half (52%) of the population is from an ethnic minority.
- White people make up 47.4% of the population in Tulse Hill. 34.4% of Tulse Hill residents are white British or Irish, below the inner London average (43%). 12.9% of the population are from other white backgrounds.
- Tulse Hill's largest non-white ethnic group is Black African (16.1%), followed by Black Caribbean (13.3%). Tulse Hill has a small Asian population compared to many places in Lambeth.
- Only 4.7% of residents in Tulse Hill are from Asian backgrounds (including Chinese), less than the Lambeth average (8.4%) and much less than the inner London Average (21%). Mixed/multiple ethnic groups and Other ethnic groups account respectively for 9.0% and 2.7% of the population.
- Black people make up around a third of the population (36.3%). 3.2% of Tulse Hill residents speak an African language as their first language. There is a high proportion of Black Caribbean residents.
- White people make up 58.5% of the population in Brixton Hill. 43.9% of Brixton Hill residents are white British or Irish, in line with inner London (43%). 14.7% of the population are from other white backgrounds.
- Black people make up around a quarter of the population (26%). Brixton Hill's two largest non-white ethnic groups are Black Caribbean (10.7%) and Black African (10.5%) with approximately 1,700 residents per group. Brixton Hill has a small Asian population compared to many places in Lambeth.

- Only 5.1% of residents are from Asian backgrounds (including Chinese), less than the Lambeth average (8.4%) and much less than the inner London Average (21%). Mixed/multiple ethnic groups and Other ethnic groups account respectively for 8.1% and 2.2% of the population.

Religion:

- 58.9% of the population reports as Christian, 30.1% as non-religious, 7.8% as Muslim, and the remaining 3.2% as Hindu, Buddhist, Sikh, Jewish and other.
- Places of worship include the following:
 - Brixton Hill Islamic Centre
 - St Mattias Gospel Tabernacle Assembly
 - Ruach City Church
 - Raleigh Park Baptist Church
 - Brixton Hill Methodist Church
 - Tulse Hill Methodist Church
 - Christ Church Streatham

Disability and Health:

In Lambeth about 60% of people with a limiting health condition are aged over 50; 12% of residents aged 50-64 have a limiting health condition, as do 27% of 64-74s, 46% of 75-84s and 64% of over 85s. 7% of adults classify themselves as having a long-term limiting illness or infirmity, and 5% say they have a disability.

- 87.0 % of people in Tulse Hill say their day-to-day activities are not limited by a long-term illness or disability, about 6.1% (966) limited a lot, and 6.9% (1084) limited a little.
- In Tulse Hill 1,434 (21.7 %) of all households have one person in household with a long-term health problem or disability of which 358 with dependent children (5.4%) and 1076 with no dependent children, (16.2%).
- 87.7 % of people in Brixton Hill say their day-to-day activities are not limited by a long-term illness or disability, about 5.9% (934) limited a lot, and 6.4% (1020) limited a little. In Brixton Hill 1,284 (18.9 %) of all households have one person in household with a long-term health problem or disability of which 208 with dependent children (3.1%) and 1076 with No dependent children, (15.9%).

There are several key health services within or on the boundary of the Tulse Hill LTN:

- Baba Chemist – Alphega Pharmacy – SW2 2TH
- Brixton Hill Group Practice – SW2 1AE
- Palace Road Surgery – SW2 3DY
- Tulse Hill Practice – SW2 3DX

Sources:

<https://www.lambeth.gov.uk/sites/default/files/State%20of%20the%20Borough%202016%20Wards.pdf>

<https://www.ons.gov.uk/census/2011census>

How will they be impacted by the change?

The following section describes the data that has been gathered on traffic and air quality since the introduction of the Tulse Hill LTN and the impacts on all groups.

Positive Impacts (All groups)

1. Improving equity in access to transport:

The majority of households in the neighbourhood do not own a car and, before the pandemic, the vast majority of residents used public transport to travel to work, whereas only a small minority travelled by car.

Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds is essential to improving equity in access to transport.

1.1) Monitoring Stage 1&2; update November 2021:

In Lambeth, monitoring the amount of people walking, scooting, wheeling or cycling is an important part of understanding how effective LTN's are in encouraging people to switch to cleaner modes of transport. In general, cycling levels were up in most places throughout the LTN, although it is acknowledged that high % increases generally corresponded to low nominal increases in flows:

- Cycle volumes on internal streets have increased by +107% and by +67% on external streets.
- Brixton Water Lane and Josephine Avenue recorded the largest increase in flows, of 80% (+291 daily cycles) and +435% (+264 daily cycles) respectively. More moderate increases were seen on Cotherstone Road in the south of the LTN (+236%, +116 cycles per day).
- The only decrease in flows has been recorded on Fairview Place (-98%) equating to -15 cycles.

1.2) Healthy Routes:

All monitored streets within the LTN are expected to be safe for cycling under Healthy Routes criteria.

On sections of Upper Tulse Hill and on Cotherstone Road, HGVs represent more than 5% of traffic; however, total traffic volumes are so small in both locations (<30 average peak hour) that the total number of HGVs (<2 hourly) is negligible regarding potential impact on cyclist and pedestrian safety.

2. Traffic Level Changes within the area and in the surrounding area

Prior to implementation, it was predicted streets within the Streatham Low Traffic Neighbourhood area, would see a significant reduction in traffic, especially when compared to pre-covid traffic counts.

Traffic data (Flow, 2019) indicated that a high proportion of traffic travelling through the project area during peak times did not have a connection to the area. This was particularly true of Upper Tulse Hill, Roupell Road and Elm Park. These journeys were not for access to/from local businesses, schools, the town centre, residential properties, or other local destinations. Data showed around

3800 vehicles used Roupell Rd and Upper Tulse Hill on a given day prior to the LTN implementation and 1700 using Elm Park. Whilst these figures varied seasonally and temporally, based on the traffic analysis, the removal of through traffic was predicted to result in a reduction of at least 2000 vehicles on Roupell Road / Upper Tulse Hill and around 800 on Elm Park. As a result of the introduction of LTN street layout changes, streets within the Tulse Hill Low Traffic Neighbourhood area, were expected to see a significant reduction in traffic, especially when compared to pre-covid traffic counts.

The following streets surrounding the neighbourhood and should be considered as part of the impact area;

- A204 – Tulse Hill (TfL managed boundary road)
- A205 – South Circular Road (TfL managed boundary road)
- A23 – Brixton Hill (TfL managed boundary road)
- Brixton Water Lane (Lambeth managed boundary road)

Projects comparable to this typically result in a conservative estimate of 10% traffic reduction across the broader area when compared with the baseline data. This reduction in traffic is associated with traffic evaporation as people use other modes of travel or change their journey patterns. TfL Cityplanner data shows that the area surrounding Brixton has some of the highest walking and cycling potential in London for short car based trips to be swapped to walking and cycling.

Walking and Cycling remains a priority policy area for central government, we expect the wider mode shift to active travel to further reduce the amount of vehicles on the roads within and around the Streatham Low Traffic Neighbourhood:

- The recently published 'Gear Change' announced a total of £338 million in active travel, an increase of around a third from the Spending Review in November 2020,
- Expansion of the ULEZ in October 2021.

2.1) **Monitoring Stage 1&2; update November 2021:**

Collecting traffic data is a crucial element of our monitoring process that reveals key insights into how the LTN is working towards its objectives. Data has been collected inside LTN areas as well as on the immediate boundary roads that surround them at three separate stages of assessment.

- Stage 1 data and analysis was published in February 2021
- Stage 2 data and analysis is published below



The total volume of motor vehicles counted on streets within the LTN has decreased by **-31%**, but increased by **+6%** on boundary roads.

- Traffic on streets within the LTN and on boundary roads combined decreased by **-2%**, around 2,000 vehicles a day.
- Across all streets, the **volume of HGVs** has **decreased** by **-18%** whilst the **volume of LGVs** has **increased** by **+21%**.
- The **volume of motorcycles** on **internal streets** has increased by **+84%** and increased by **+51%** on **external streets**, with a **+67% change overall**.

3. Air Quality

Transport derived emissions are the primary source of people being exposed to poor air quality in this area.

- Air quality in London is improving five times quicker than elsewhere in the UK. London specific policies like the Ultra Low Emission Zone have delivered really big improvements in air quality.
- The Ultra Low Emission Zone is currently operating in central London. It will expand to include all roads within the north and south circular roads in October 2021, with big improvements to air quality anticipated across a much wider area.

3.1) **Monitoring Stage 1&2; update November 2021:**

Lambeth Council partnered with air quality specialists Cambridge Environmental Research Consultants to carry out air quality modelling across the LTN. Additional analysis was also completed at 28 'sensitive receptor' locations within or on the boundary roads of the LTNs. These are locations with lots of people that are particularly sensitive to the negative impacts of bad air quality (children, older people, people who are unwell) and includes schools, hospitals or doctors' surgeries. The following high-level findings were noted.

- There has been some increase in emissions on boundary roads where traffic flows have increased
- There were no significant impacts on NO₂, PM_{2.5} or PM₁₀ at any sensitive receptor site - including those on the boundary of the LTNs.
- A moderate benefit was modelled at Trinity Academy on Brixton Road
- There has been a negligible impact at all sensitive receptor sites on the South Circular (A205)
- No locations where air quality breached legal limits for the first time following the introduction the Streatham Hill and Tulse Hill LTNs.

Impacts by Group

1) Age

a. Positive:

Children are particularly impacted by poor air quality at the roadside and are also vulnerable to road danger, both of which the proposal aims to address. The proposals offer the potential for more physical activity, including play, in areas where amenities may be limited, offering the potential to address issues of obesity and well-being.

Older people are less likely to drive. The proposal improves the ability to move through the area walking, using a mobility aid, adapted cycle or wheelchair.

b. Negative:

Some older people may be more reliant on travel by motor vehicle and in some cases journey times may increase as a result of the proposal.

The Council has received feedback there is concern for young people walking to school on the South Circular and Brixton Water Lane.

2) Disability:

a. Positive:

Much of current public realm, transport systems and road network are not accessible for disabled people, limiting where they can travel and by what means¹. Low Traffic Neighbourhoods may therefore have positive impacts for some disabled people, particularly those who are able to benefit from measures that make active travel more accessible or whose journeys were affected by the higher levels of traffic in their local area before LTNs were introduced.

b. Negative:

People who rely on private cars or taxis, or have carers who rely on cars, may experience increased journey times for some trips and different routes might be needed.

The council's analysis of journey times suggests that short trips starting on the edge or within LTNs are most affected by the introduction of LTNs in terms of proportionate increase in journey time. For people with disabilities and other groups undertaking longer trips any increase in journey times is likely to be minimal. The Council have received feedback from disabled people who rely on

¹ Pave the Way, *Transport for All*, (2020)

motorised transport, and from SEND providers about the impact that the LTN has had on their journeys. Some have reported feelings of isolation due to friends and family not visiting as much due to access problems or increased congestion. Linked to this are the access and congestion problems that carers have faced when carrying out their caring duties.

Transport for All's 'Pave the Way report' identified some people will find a change to their journey route distressing or difficult, reducing peoples' travel and independence. Lambeth are working with Transport for All to further understand the impacts of LTNs on different impairment groups through focus groups and user testing.

3) Health:

a. Positive

Reduction in traffic and improved air quality can change how the street is used making more space for active ways of travelling such as walking, wheeling and cycling. This consequentially can increase the opportunity for exercise and consequentially fitness.

In feedback received since the trial LTNs have gone in some residents have reported a quieter street environment, improving wellbeing, and creating a calmer atmosphere.

b. Negative:

In the short-term there are two negative impacts identified for health. The speed of introduction led to a slight lag in GPS system updates and general understanding within the community of the new road layout. Some residents reported this led to confusion, stress and heightened tensions between different users navigating the street.

Secondly, the displacement of traffic on to some roads, has led residents to report higher stress levels and feeling there is more congestion and pollution outside their homes. The traffic data evidences this is only the case on sections of minority of roads, that we expect to see traffic reduction on in the medium to long-term.

4) Pregnancy and Maternity:

a. Positive:

Improved air quality can reduce the exposure of unborn babies to pollution. Exposure to air pollution can impact the growth and development of babies during pregnancy.

b. Negative:

We have received a small number of correspondences identifying that community midwives may have to take longer journeys to reach their appointments.

5) Race and Ethnicity:

a. Positive:

Car ownership is highest among white Londoners (43%) in comparison to only 30% of Black Londoners. The proposal is expected to have positive impacts for some Black, Asian and Multi Ethnic groups. Black, Asian and Multi- Ethnic groups are over-represented in indices of deprivation and more likely to be exposed to transport related harmful impacts, such as traffic collisions and poor air quality and health inequalities related to inactive lifestyles. By reducing traffic within the

LTN areas, Black, Asian and Multi- Ethnic groups residents and those travelling through the LTNs are expected to benefit from improved road safety and improved air quality.

b. Negative:

As identified by the Integrated Impact Assessment for the Ultra Low Emission Zone, the retail and wholesale business sector makes high use of vans in central London. There is a high proportion of Black, Asian And Multi Ethnic ownership in this sector and there may be a negative impact on Black, Asian And Multi Ethnic businesses whose delivery routes could be affected by these changes.

6) Sex:

a. Positive:

There may be positive benefits for women. Women are less likely to own a car than men, with 34% of women having access to a car vs 46% of men. Data collected by Sustrans shows that women are less likely to cycle in the UK than men, in 2014-16, males aged 5 or over made three times as many cycle trips as females. Reasons for this include concerns about road safety. By reducing the amount of traffic on roads within the LTN, these proposals may encourage more women to cycle.

b. Negative:

There may be negative impacts for women. Feedback during the experimental phase has suggested that some women feel less safe travelling through LTN areas at night because of the reduced traffic.

7) Socio-Economic Status:

a. Positive:

Lower income households are significantly less likely to have access to a vehicle. Access to a vehicle increases significantly as household income bands increase. 62% of local residents rely primarily on public transport (pre-Covid) for access to work, education or training. The LTN will improve safe and affordable travel options.

Evidence from Living Streets 'Pedestrian Pound' has shown that measures to reduce traffic can increase footfall for businesses by creating a more attractive street environment as well as more physical space in which to operate and attracting more customers. This in turn can improve retail sales.

b. Negative:

There are risks that businesses may face disruption or longer delivery routes for deliveries made by car or van. It is expected in the medium to long-term the change in road layout will become more clear and disruption will be minimal.

8) Sexual Orientation:

No specific impacts identified

9) Gender Reassignment:

No specific impacts identified

10) Marriage and Civil Partnerships:

No specific impacts identified

How do you plan to promote and deliver any positive impacts of the proposal?

- Street Design Competition- enabling local people to co-produce public realm improvements from concept to construction

- Monthly Q&As- held online to allow residents to ask questions they have about the streets. Sessions are recorded and captioned to help all access.
- Leaflets- giving headline updates about changes and monitoring data to reach those who do not have digital access.
- Love Lambeth Press Releases
- Commonplace updates

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

Negative Impact:	Mitigations:
Journey times are increased for those reliant on motor vehicles (including taxi services), making some trips unachievable.	<ul style="list-style-type: none"> • Exemption policy
Journey times are increased for those delivering a service to the area i.e. health and care workers, taxis	<ul style="list-style-type: none"> • Exemption policy • Navigation System updates
Changing travel patterns feels too difficult, reducing peoples' travel and independence	<ul style="list-style-type: none"> • Communication • Active travel planning • Public realm improvements • Gradual enforcement
Local businesses are impacted by lower vehicle numbers passing their premises, affecting trade.	<ul style="list-style-type: none"> • Communications • Public Realm Improvements
Lower vehicle numbers reduce feelings of safety on certain roads and routes	<ul style="list-style-type: none"> • Public realm improvements
Displaced traffic increases noise and air pollution	<ul style="list-style-type: none"> • Improvements to boundary roads
Displaced traffic reduces safety cycling and walking	
LTN increases anti-social behaviour through frustration and aggressive driving	<ul style="list-style-type: none"> • Communication • Gradual enforcement – • Navigation System updates
Vandalism of LTN reduces safety and creates confusion in the street space	<ul style="list-style-type: none"> • Vandalism urgent response work by the council and MPS
Lack of engagement prior to and during implementation causing community division	<ul style="list-style-type: none"> • Enhanced communication
Signage and GPS systems aren't clear	<ul style="list-style-type: none"> • Navigation System updates
Mitigation Details:	
Exemption Policy	<ul style="list-style-type: none"> • Exemption from relevant traffic filters for Blue badge holders, accessible transport and specified healthcare providers on application to the council

	<ul style="list-style-type: none"> • Exemption from relevant traffic filters on application for Taxis and fully accessible private hire vehicles
Navigation Systems	<ul style="list-style-type: none"> • Navigation Systems updated with the latest information via the One Network system. • Improve signage and wayfinding for walking and cycling routes
Communication	<ul style="list-style-type: none"> • Regular and accessible information on the LTN closures and the decision-making process. • Production of a film • Introduction of a newsletter • Introduction of online question and answer sessions • FAQs on auto-response • Commonplace update • Pre-consultation survey for organisations
Active Travel Planning	<ul style="list-style-type: none"> • Comprehensive programme of activities across the borough to give people the support, skills, confidence and means to access walking, cycling and public transport as an alternative to private motor vehicle use, including: <ul style="list-style-type: none"> • Cycle Training (bikeability training for all LTN schools) • Bikes, Cargo bikes, Adapted cycles try-outs • Active Travel Festivals (1 per LTN)
Public realm improvements	<ul style="list-style-type: none"> • Improvements to the pavements, kerbs and roads that make it easier to walk or use mobility aids in the LTNs through street audits and engagement • Measures outside businesses to encourage footfall
Gradual enforcement –	<ul style="list-style-type: none"> • Schemes were in place during the trial phase for a considerable period before enforcement began to enable people to adjust to changes. Warning letters sent for two weeks after enforcement began to notify those still passing through the closures.
Improvements to boundary roads:	Short to Medium Term:

1. Adjust signal timing changes at Brixton Water Lane/ Effra Road.
2. Implement yellow box (no stopping) at Josephine Avenue/ Brixton Water Lane.
3. New pollution-blocking green screens at locations along the A205, including the Palace Road Estate.
4. Implement additional signage to deter traffic from cutting through Tulse Hill Estate.
5. Implement bus priority improvements on Effra Road.
6. New air quality monitors on South Circular.
7. Monitoring the impact of the Ultra-Low Emission Zone.
8. Green screens delivered at Holy Trinity Church of England Primary School and Christ Church, Streatham Church of England Primary School. All local schools will be offered the opportunity to install screens.
9. Improve Walking and Cycling provision on Tulse Hill (A204).
10. New crossing on South Circular as part of the Peckham to Streatham Healthy Route, led by Transport for London.
11. A23 improvement scheme; cycling and walking improvements on Brixton Hill led by Transport for London.
12. Brixton Hill LTN: we're consulting with residents as we consider whether to introduce a new LTN.
13. Deliver sustainable travel improvements for local residents such as cycle and walking training and expanding bike hangar provision.

Lambeth and London-wide changes that will impact transport and air quality in the area:

	<ul style="list-style-type: none"> • Ongoing monitoring of traffic volumes in the area. • Further improvements to bus fleet to make them low-emission. • General uptake of electric/ zero emissions vehicles. • More people choosing to walk and cycle each year. • The council's operations will be carbon neutral by 2030, with most of our vehicle fleet electrified or low-emission by 2022.
Vandalism Working Group	<ul style="list-style-type: none"> • Collaborative effort between Lambeth Council and Met Police
Appeal Process	<ul style="list-style-type: none"> • Ensures fair and transparent in application of the law
<p>How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?</p>	
<p>This EqIA will be updated at key points during the period in which the experimental traffic order is in force.</p> <p>After at least 6 months of the trial formally commencing, officers will prepare a report considering all representations made and any objections received in response to the scheme. The scheme EqIA will be reviewed as a key part of this process and used to inform any future decisions about the scheme.</p>	
<p>Section to be completed by Sponsor/Director/Head of Service</p>	
<p>Outcome of equality impact assessment</p>	<p>The analysis above does not identify any significant equalities impacts for the proposed changes. However, ongoing monitoring of the scheme will be important to help identify any potential negative impacts arising from the development of the proposals and will provide key information to update this analysis.</p>