



Appendix J - Equality Impact Assessment (EqIA)

LEWISHAM AND LEE GREEN LOW TRAFFIC NEIGHBOURHOOD

London Borough of Lewisham

VERSION 1 | NOVEMBER 2021

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1. About this document

The need to undertake an Equality Impact Assessment (EqIA) arises from Section 149 of the Equality Act 2010. It is meant to help public bodies to tackle prejudice, promote understanding and advance equality of opportunity for persons who share a relevant 'protected characteristic'. Protected characteristics are Age, Disability, Gender reassignment, Marriage and civil partnership, Pregnancy and maternity, Race (ethnicity), Religion or belief, Sex, Sexual orientation.

The EqIA ensures proposals are fair, do not negatively impact equality groups in disproportional ways and do generally impact all groups positively. As engagement and proposals progress, the EqIA will be reviewed and updated accordingly.

This EqIA is evaluating the impact of the currently implemented Lewisham and Lee Green Low Traffic Neighbourhood (LTN) on the different groups.

2. Summary

Scheme	Lewisham and Lee Green Low Traffic Neighbourhood (LTN)
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Aim	<p>The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area.</p> <p>LTNs also aim to improve air quality and public health, reduce noise pollution, and make roads safer, which are all in line with the Council's longer term aims for the whole borough. LTNs achieve this by restricting motor vehicle through traffic within a residential area while keeping through movement for pedestrians and cyclists</p>
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Progress	<p>The scheme was implemented in July 2020 using a 'Temporary Traffic Order', which enabled quick implementation. The Council listened to concerns raised regarding perceived increases in traffic levels and increased bus journey times and responded by making changes to the LTN in November 2020, which reduced some of the restrictions to traffic.</p> <p>From Monday 28 June to Sunday 8 August 2021, the London Borough of Lewisham carried out a public consultation. Feedback received on the original and revised LTN was mixed and several supplementary measures were suggested by consultees. Traffic volumes, speeds and air quality throughout the area are being monitored by the Council.</p> <p>The present EqIA attends to measure the impact of the current LTN in place on the different Protected Characteristic groups.</p>
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Positive impacts	<p>The Equality Impact Analysis shows that the current LTN measures impact all groups positively overall and in particular the ones that may traditionally suffer from inequalities such as children, young adults, disabled people, pregnant women and young mothers, members of the LGBT community and BAME groups. This is because the scheme has shown being successful at generally decreasing traffic levels and speeds.</p> <p>Quieter streets mean less noise and vibrations, increased road safety and natural surveillance, due to more people able to walk and cycle safely, increased opportunities for all to be active on the streets, more space on the carriageway for people using various wheeled transport equipment such, tricycle, adapted cycles, cargo-bikes, more and quieter space to play, stop and chat with neighbours, increased footfall and cycle flows supporting a vibrant local economy, more space and time to enjoy streets architectural and natural features, more opportunities to access facilities for people that found that using public transport or a car was too expensive and a lower carbon footprint overall.</p>
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Negative impacts	<p>The Equality Impact Analysis did highlight some potential negative impacts on the protected groups.</p> <p>The negative impacts are related to the requirement for those using a motor vehicle to use alternative routes to reach their destination in the area, which may be longer. The negative impact is associated with the increased time, distance and cost for those using a motor</p>
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vehicle to reach their destination. It should be noted that all properties remain accessible by motor vehicle and there are other ways to travel which will be improved by the proposals including for those who walk and cycle. The main negative impact therefore is on those people where use motor vehicle to travel across the area to reach their destination is essential.

As part of this assessment, it is recognised this could be those people that are disabled, elderly, mobility impaired, and care for a relative or friend that need to use a motor vehicle to travel across the area.

Specifically, this assessment recognises there are a number of old age-related conditions or diseases which will mean persons travelling through or around the area could be negatively impacted when using a motor vehicle. This could also be the case for the elderly who have mobility impairments and may be more likely to be reliant on a motor vehicle for essential journeys. Those supporting or caring for an elderly relative or friend, could also likely be impacted by the longer alternative routes. The impacts are those persons using a motor vehicle will have to use alternative routes, which may take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi/PHV) vehicle to travel.

Further to this, people with a disability, or those supporting or caring for a relative or friend with a disability, who require a vehicle to travel will have to use alternative routes, which could take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi/PHV) vehicle to travel.

Mitigations required In order to reduce and limit the negative impacts that have been identified a number of key suggestions have been made:

Accessibility

To reduce some of the impacts undertake a review of the access points to the area and identification of modal filters that can be changed to camera enforced filters with appropriate exemptions for emergency service, registered Lewisham blue badge holders and registered special educational needs and disabilities (SEND) transport providers.

School Streets

To address road safety and traffic pollution issues for children develop a programme of school streets. Work together with schools, school parents and children, community services and local residents to define design principles, times, exemptions and travel behaviour change activities and monitoring.

Complementary measures to encourage further modal shift

To encourage an increase in sustainable and active travel and a reduction in car use it is recommended, the following complementary measures should be implemented throughout the wider consultation area:

- more street trees and greening of public spaces and residential streets to improve the look and feel of the area and improve air quality locally.
- Introduce additional bike storage and parking.

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- Introduce/ improve pedestrian crossing points at key locations to improve accessibility.

Sustainable travel behaviour

Improve communication regarding existing cycling training and help and offer further support to residents and businesses willing to shift to cycling through for instance by promoting existing cycle training and giving consideration to specific training sessions for women, older people, disabled people and BAME groups and organising awareness events. In addition promote the existing cycle loan scheme. Evaluate demand for EV-charging points. Work with other organisations to consider measures to reduce the number of vehicles making deliveries and explore opportunities for servicing to be undertaken by more sustainable means.

Inclusive engagement strategy

Develop a clear engagement strategy for the recommended environmental measures including school streets. Include targeted activities for hard-to-reach groups, such as children, younger adults and BAME group members.

Overall

It is recognised that some protected groups that have to take journeys by motor vehicle may be disproportionately negatively impacted, however, the impact of longer journey times for some people is deemed to have been reduced by the improvements for the opportunity for sustainable and active travel provided by the proposals and the expected improvements to air quality, safety, noise and wellbeing benefits to these groups.

3. Background

The Lewisham and Lee Green Low Traffic Neighbourhood (LTN) was first introduced in July 2020. At the time, in response to the pandemic, the Government was encouraging councils to make significant changes to their road layouts to give more space to cyclists and pedestrians and urgently put measures like LTNs in place.

The primary aim was to encourage people to walk and cycle more, and to do so safely whilst maintaining social distancing, as more of us were working from home and exercising and shopping in our local area.

LTNs also aim to improve air quality and public health, reduce noise pollution, and make roads safer, which are all in line with the Council's longer term aims for the whole borough. LTNs achieve this by restricting motor vehicle through traffic within a local area while keeping through movement for pedestrians and cyclists.

Due to the timescales and expectations set by central government, councils did not have time to consult on these changes and were expected to rapidly introduce measures that would achieve the aims set out in section paragraph 1.2, without the full range of traffic studies and preparatory work that would normally be done for such proposals.

The Lewisham and Lee Green area was selected as a location for an LTN in part due to ongoing and consistent concerns raised with the Council by residents over a number of years about traffic congestion and speeds, as well as walking and cycling improvements. Within the Lewisham Transport Strategy and Local Implementation Plan (2019 – 2041) the area had been identified as a priority area for a Healthy Neighbourhood.

The scheme was implemented using a Temporary Traffic Order (TTO), which allowed the scheme to be implemented quickly. The Council listened to concerns raised by residents and responded to perceived increases in traffic levels and increased bus journey times and made changes to the LTN in November 2020, which re-opened some of the restrictions to traffic.

What is a Low Traffic Neighbourhood?

Low Traffic Neighbourhoods are usually an area of local streets, bordered by main or 'distributor' roads, that are designed to accommodate buses, lorries and non-local traffic, and where 'through' motor vehicle traffic is discouraged or removed. The main principle is that every resident can still drive onto their street or get deliveries, but it's harder or impossible for people that would only drive through the neighbourhood with the aim of reaching a further destination to drive straight through from one main road to the next. While residents in a low traffic neighbourhood can still do all their journeys by car if they want or need to, some car trips become a bit more circuitous. This, combined with quieter streets, enables and encourages residents to switch to more sustainable and healthy ways of getting around, such as walking and cycling, particularly for short journeys.

The Mayor of London's Transport Strategy (2018) has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.

GLA data shows that over one third of all car trips made by London residents are for journeys of less than 2km ([Health impacts of cars in London, GLA 2015](#)), contributing to the high levels of vehicular traffic monitored on London roads and associated health, safety and amenity impacts. A number of these journeys could be made by active travel modes instead, for example 2km can be walked within 25 minutes

Current measures

The scheme was implemented in July 2020 using a 'Temporary Traffic Order', which enabled quick implementation. The Council listened to concerns raised about perceived increases in traffic levels and increased bus journey times and responded by making changes to the LTN in November 2020, which reduced some of the restrictions to traffic.

Current measures include eight modal filters which use physical barriers to prevent access for motor vehicles but retain access for pedestrians and cyclists. There are also five camera-enforced restriction points as shown on the map below. Access restrictions are exempted for emergency services, registered Lewisham Blue Badge holders, registered SEND transport providers, local buses and cyclists.

More information on the measures in place is to find on Lewisham's website:

<https://lewisham.gov.uk/articles/news/changes-to-lewisham-and-lee-green-low-traffic-neighbourhood-announced>



Figure 1. Map of measures implemented in November 2020

Monitoring

The London Borough of Lewisham published a monitoring strategy in October 2020 for the Lewisham and Lee Green Low Traffic Neighbourhood (LTN), which identified a plan for measuring and trying to understand the impacts of the scheme using a range of metrics. The identified metrics were:

- Air quality,
- Traffic volumes,
- Traffic speeds,
- Impact on bus journey time (via TfL)
- Impact on emergency services

Appendix K of this decision report provides a breakdown of the results of the monitoring in detail and should be read in conjunction with the summary below:

Air quality

The Council maintains a network of Nitrogen Dioxide (NO₂) diffusion tubes to assess pollution levels. NO₂ is a pollutant that is harmful to health and is related to the use of petrol and diesel engines. Further information on air quality and live readings can be found on the Council's website:

www.lewisham.gov.uk/airquality

There are variables that will influence overall air quality in an area, such as weather conditions that may disperse air pollution from one area to another, and changes in lockdown restrictions, which will influence people's travel patterns

The data presented in Graph 1 on page 11 of the consultation leaflet (see Appendix D) shows the average NO₂ recorded (June – October 2020 for the original scheme and November 2020 to March 2021 for the revised scheme) over the course of the two variations of the scheme which shows the schemes have had little to no impact on air quality in and around the area. However, monitoring found that the overall mean NO₂ concentration for the LTN monitoring network was 29.0 ug/m³ for the original scheme and 31.4 ug/m³ for the revised scheme.

Looking at the average NO₂ readings in Graph 1, it can be seen that there are no locations where NO₂ exceeded the EU Legal limit of 40 micrograms per cubic metre of air (40 µg/m³).

Air quality monitoring on the A205 South Circular indicates that air quality improved during the first of the lockdown when people's travel was restricted. The air quality is now comparable to pre-pandemic levels as restrictions have eased. The Council continues to monitor air quality across the borough.

Air quality has continued to be monitored and provisional data available for the automatic air quality monitoring stations for 2021 indicate no exceedances of the objectives for NO₂, PM₁₀ or PM_{2.5}. It is vital to note that the data referred below is currently provisional and still needs to be ratified and may be subject to change. Therefore this data is not definitive and will be given careful consideration in the future monitoring of the scheme when all required processes have been completed.

Provisional concentrations of NO₂ reported in 2021 at the automatic monitoring stations were broadly similar to those reported in 2020, with provisional concentrations of PM₁₀ and PM_{2.5} slightly higher.

Provisional data for the NO₂ diffusion tube network for 2021 indicates that generally higher concentrations of NO₂ were recorded than those observed in 2020, with some tubes reporting concentrations similar to those observed in 2019. From the provisional data available for 2021, potential exceedances are indicated only at two of the 101 monitoring locations, the South Circular and New Cross monitoring stations, where means of 41.6 µg m⁻³ and 44.4 µg m⁻³ are currently reported. It should be noted that the South Circular data was also shown to be in exceedance of the annual mean objective in 2018 and 2019.

It is expected that air quality will improve over time if the revised LTN is made permanent, as traffic reduces further in the area.

Traffic volumes

The scheme was successful in reducing average two-way vehicle movements per day across the surveyed locations.

The table below details pre-scheme data for locations where pre-scheme data was recorded in March 2019 and that detail that average traffic volumes on the roads surveyed have reduced by approximately 69% between March 2019 and February 2021. March 2019 recorded an average of 3,352 vehicles per day per road, before falling to 1,227 in October 2020 during the original LTN scheme and 1,038 in February 2021 during the revised LTN scheme. Morley Road, North of Dermody Road showed the greatest decrease of 8,353 vehicles per day and Pitfold Road recorded the smallest decrease of 64 vehicles per day. None of these sites recorded an increase in volume.

Location	Before LTN Mar 19	Original Scheme Oct 20	Revised Scheme Feb 21
Dallinger Road	1337	434	236
Cambridge Drive	1436	417	233
Dorville Road West of Cambridge Drive	2626	644	380
Dorville Road West of Leyland Road	3215	1765	1021
Eastdown Park	8970	4165	3782
Effingham Road	947	619	374
Ennersdale Road	8895	1532	1674
Gilmore Road	3153	3235	1671
Handen Road	1797	895	614
Holme Lacey Road	1523	379	161
Manor Lane Terrace	1274	903	634
Leahurst Road South of Longhurst Road	7640	683	1656
Leahurst Road North of Ennersdale Road	2002	1025	1148
Leyland Road North of Osberton Road	813	147	296
Leyland Road North of Upwood Road	276	251	133
Longhurst Road	3911	607	961
Manor Lane	2642	332	255
Manor Park North of Northbrook Road	3839	1429	1653
Manor Park West of Thornwood Road	3923	1611	1181
Micheldever Road	3193	1108	952
Morley Road North of Dermody Road	10672	2337	2318
Morley Road South of Lingards Road	3883	2764	2414
Newstead Road	1673	881	668
Pitfold Road	245	240	181
Southbrook Road	4369	2543	1759
Staplehurst Road	4761	1154	1339
Taunton Road	2781	1484	1184
Upwood Road	3403	1255	667
Woodyates Road	1998	734	555
Average	3352	1227	1038
Difference	-	-2125	-2314
% Change from Mar 19	-	-63.39	-69.03

Traffic speeds

The scheme was successful in reducing average speeds across the surveyed locations.

Average vehicle speeds have reduced by 2mph between March 2019 and February 2021 on roads both inside and outside the LTN. Four locations, namely Eastdown Park, one location on Leahurst Rd, Gilmore Road and Morley Road, did record a small increase in average speed of approximately 1.5mph, however the speeds were not in excess of 20mph.

Average vehicle speeds have reduced by 1.2mph between June 2020 and February 2021 on roads both inside and outside the LTN. . Seven locations did record a small increase in average speeds of approximately 1.4mph, and three locations recorded speeds of 21mph.

Further data is provided in the tables on pages 9 and 10 of the consultation leaflet (appendix D) outlined the average speed (mph) data by location from March 2019 and June 2020.

Emergency Services

The Council has been working closely with the emergency services to understand any impact the scheme has had in relation to emergency services. The London Ambulance Service had reported a small number of incidents that led to delays within the original LTN area. The changes made in November 2020 help to address these concerns.

In order mitigate further, all proposed modal filters within the area are proposed to be changed to ANPR camera's which will exempt emergency services. As well as increasing access to the area it will also provide a reduced traffic route to other parts of the borough.

Bus journey times

Bus journeys are a major component to the Mayors Transport Strategy and meeting the wider transport provision and aims in the borough. The LTN is to work alongside this provision. The borough has been working closely with TfL to monitor bus journey times. It is noted that the bus journey times have fluctuated over the past 18 months, it is noteworthy that these have coincided with the tightening and relaxation of lockdown restrictions. However over the past 6 months since the scheme and lockdown restrictions have settled, the data from TfL suggests that the bus journey times have been operating within the expected variations using data from before scheme implementation in 2019.

More information on the monitoring strategy in place is to find on Lewisham's website:

<https://lewishamcovidresidentialstreets.commonplace.is/proposals/monitoring-strategy-lewisham-and-lee-green-update>.

Consultation to date

Please find more details on the consultation methodology, respondents and findings in the consultation report, appendix G of this decision report.

Methodology

From Monday 28 June to Sunday 8 August 2021, the London Borough of Lewisham carried out a 6-week public consultation with the specific aims to find out:

- How people feel about the original and revised LTN
- The perceived impact of the original and revised LTN
- The impact on how people travel as a result of the original and revised LTN
- How people living in different areas feel about the original and revised LTN
- Whether people have any suggested changes to the original and/or revised LTN looking forward

The consultation questionnaire was made available online and sent directly to residents within and local to the LTN area as a hardcopy return document. Key stakeholder groups were also notified and encouraged to respond. In total 7,065 responses were received during the consultation period providing a 20% participation rate. 5,059 responses came from within the leafleted consultation area (including the LTN project area) providing a 14.1% response rate.

Perceptions

Consultation findings reveal that the majority of people felt negatively about the revised LTN. There were more concerns than supportive comments received. Most positive feedback received was about road safety and space for walking and cycling. Negative feedback regarded congestion, pollution, narrow footways, vans, buses and emergency vehicles delays, speeding, the revised LTN that seems worse than the original one (in terms of traffic, pollution and safety), as well as the way the public consultation was carried out.

Travel modes

Regarding travel behaviour change, the public consultation also suggests that those with cars are already walking and cycling more - 21% (1,483) of all respondents agreed or strongly agreed that the revised LTN had encouraged them to walk or cycle more and 14% (751) of car drivers said the LTN had encouraged them to walk or cycle more.

The same amount said they were less encouraged to use public transport (train, DLR, buses) and around 20-25% of people said they were planning to drive more and another 20-25% said they were planning to drive less.

Suggestions

Consultation respondents have suggested the following measures:

- School Streets, where schools are supportive

- Planters, trees and green spaces, to improve the look and feel of the area and also providing air quality benefits
- Additional electric vehicle charging points
- Additional bike hangars and cycle stands
- More and/or improved pedestrian crossing points
- Share speed data, or locations noted to have vehicles speeding with the Metropolitan Police to increase enforcement activities.

Stakeholders

Responses were received from a number of stakeholders, including those outlined below. Feedback on the scheme were mixed.

Len Duvall AM	Royal Borough of Greenwich Opposition Group	One Lewisham
LiveLee	Lewisham Cycling Campaign (LCC)	Lewisham Pedestrians
Metropolitan Police	Janet Daby MP for Lewisham East	London Ambulance Service (LAS)
Make Lee Green	Royal Borough of Greenwich	

Protected characteristic groups

The table below shows how consultation participants were represented compared to the Census 2011 for Lewisham borough and Lee Green ward make-up¹. We do not have participation data regarding Marriage and Civil Partnership and Pregnancy and Maternity groups. We used the acronym PN for 'Prefer Not to Say' and 'Not Answered'. We can notice an **overrepresentation** of adults, white people and people without religion, and an **underrepresentation** of children, young adults, BAME and Christian group members. With regards to the religion gap, it may be that in 10 years' time, people that originally stated they were Christians are now stating they have no religion.

Sub-groups	Consultation response	Consultation response	Lewisham Borough (Census 2011)	Lee Green (Census 2011)	Gap / Borough	Gap / Ward
Children (0-17)	0.3%	0.3%	23.0%	21.4%	-22.7%	-21.1%
Young adults (18-24)	0.8%	0.9%	9.9%	8.0%	-9.0%	-7.1%
Adults (25-69)	77.7%	85.2%	60.2%	62.9%	25.0%	22.3%
Older adults (70+)	12.4%	13.6%	6.8%	7.8%	6.8%	5.8%
Age – PN	8.9%	-	-	-	-	-
Male	38.9%	48%	48.9%	49.8%	-0.9%	-1.8%
Female	42.5%	52%	51.1%	50.2%	0.9%	1.8%
Other sex	1.6%	-	-	-	-	-
Sex - PN	3.7%	-	-	-	-	-
BAME/Mixed	11%	16%	46.5%	33.7%	-30.5%	-17.7%
White	56%	84%	53.5%	66.3%	30.5%	17.7%
Ethnicity - PN	28.1%	-	-	-	-	-
Disabled	10.6%	13%	14.4%	13.6%	-1.4%	-0.6%
Not disabled	70.9%	87%	85.6%	86.4%	1.4%	0.6%
Disability – PN	18.5%	-	-	-	-	-
Christian	23.7%	23.7%	52.8%	52.0%	-29.1%	-28.3%
Muslim	1%	1%	6.4%	4.4%	-5.4%	-3.4%
No religion	22.4%	22.4%	27.2%	30.3%	-4.8%	-7.9%
Other religion	1.7%	1.7%	4.7%	4.9%	-3.0%	-3.2%
Religion - PN	39.4%	39.4%	8.9%	8.5%	30.5%	30.9%
Straight	49%	-	-	-	-	-

¹ UK Census Data <http://ukcensusdata.com/>

Gay or lesbian	3%	-	-	-	-	-
Bisexual	1%	-	-	-	-	-
Other sexual orientation	5%	-	-	-	-	-
Sexual orientation - PN	41%	-	-	-	-	-
Transgender	0.4%	-	-	-	-	-
No transgender	37%	-	-	-	-	-
Gender reassignment - PN	63%	-	-	-	-	-

4. Impact analysis

Several protected characteristic groups have relatively similar needs that are affected by the current LTN measures and that could be met by amending or improving the LTN. That is why the impacts of the scheme for all per impact type are presented in the first place, mentioning which groups are particularly affected by impact type. Secondly, the different groups representation in the Lewisham Borough and Lee Green Ward are presented, as well as an estimate on how the LTN in place affects them according to the different impact types.

Overall impact

Impact analysis		
Impact type	Current proposal	Improvement or negative impact mitigation suggestions
1 Traffic-related air pollution	<p>Air quality is currently being monitored. Monitoring shows that the original LTN had positive outcomes regarding air quality, after only a few months of operation. The revised LTN measures did not generate any air quality improvements compared to the pre-pandemic levels. Accordingly, there are no real impacts either way that can be drawn from the recent experience with the revised LTN measures. If the revised LTN is made permanent, however, it is expected that, as studies have shown, reducing through motor traffic by implementing LTNs will help to reduce air pollution over time, within and around LTN boundaries as people tend to shift to fuel-free mode of transports.</p> <p>Public consultation has shown that there were concerns regarding traffic displacement on to main roads. Studies have found that LTN schemes that are near main roads and high streets that have plenty of motor traffic space available may experience traffic displacement and as a result there can be an increase of air pollution on main roads and high streets. But LTNs that are implemented near main roads and high streets that have reduced space for vehicular traffic (and more space for walking and cycling) will see ‘traffic evaporation’ occurring instead, as people will change their travel behaviour due to the resulting congestion. Traffic evaporation does not happen overnight, and pollution may appear worse shortly after the LTN is put in place.²</p> <p>In the case of the Lewisham and Lee Green LTN, the main roads that bound the LTN are Lewisham High Street, Lee High Road and Burnt Ash Road where there is little further capacity which will encourage further traffic evaporation.</p> <p>Early census findings show that people living on those three main streets are most likely to be white, male, aged 25-44, working, single, in a one-person household, with one fewer or less rooms than required, renting from the private sector and in very good health. No significant differences were seen between local streets and main roads regarding deprivation.³</p>	<p>Implementing School Streets throughout the area, will further support the reduction in traffic related air pollution and be beneficial for children¹².</p> <p>To help reduce further local air pollution the introduction of more street trees and greening of public spaces. This should be included within the LTN and the surrounding area.</p>

² LTNs for all? Mapping the extent of London’s new Low Traffic Neighbourhoods, 2020

<https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf>

³ DataShine Census <https://datashine.org.uk/>

¹² School Streets Initiatives <http://schoolstreets.org.uk/resources/>

Respiratory diseases are the third leading cause of death in Lewisham (behind cancer and cardiovascular disease). The rate of premature mortality from respiratory disease in Lewisham is the second highest in London. Part of the LTN is located in one of Lewisham’s Air Quality Focus Area (around Lewisham High Street) that were selected by the GLA as areas where there is the most potential for improvements in air quality within London, and should therefore act as strategic priorities for action on air pollution in the borough.⁴

All ages will benefit from a reduction of air pollution, and in particular **children** that are known to suffer from restricted lung development in polluted areas⁵ and develop asthma.

Studies have found that pollution reaches peak concentrations closer to ground level, so **children** on the street can be more exposed to them, and as well as this, breathe more rapidly than adults and so absorb more pollutants.⁶

In principle, reducing traffic through the LTN area should be beneficial to the children going to the neighbourhood eight schools as it is known that London **children** are exposed to 5 times more air pollution on the school run due to the use of fuelled vehicles⁷.

Reducing traffic and as a result air pollution should also benefit **older and disabled people** that may have underlying conditions. Research found that air pollution increases COVID-19 deaths by 15% worldwide⁸ as particles help to carry the airborne virus. This affects vulnerable groups that may have a compromised immunity system such as **older people and disabled people** that are more inclined to become seriously ill or die from the virus.

If there is decreased air pollution, this will also be beneficial to disabled people, as they may already have underlying conditions. **Men and BAME groups** will also be positively impacted by air pollution decrease as research found that premature respiratory mortality that is considered preventable is higher in men than women in Lewisham⁹ and that there are significantly higher rates of incidence of asthma within BAME groups.¹⁰ These two groups are also at higher risk of coronavirus-related mortality and therefore less pollution diminishes the chance for the virus to spread and affect these groups.

Air quality improvements through reduction of vehicular traffic is beneficial to all and especially **pregnant women and people with toddlers**. Pregnant women are in a higher risk category than the average person for adverse health conditions due to poor air quality. Academic studies shows spikes in pollution have been linked to spikes in miscarriage numbers, with high NO2 levels in particular having potential detrimental effects on unborn children.¹¹

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
2	Reducing vehicular through-traffic also means less noise throughout the area. All age groups will benefit from a quieter environment, in and outside their	As improvements or changes are made to the scheme and the

⁴ Lewisham Joint Strategic Needs Assessment: Adult asthma and chronic obstructive pulmonary disease (COPD) <https://www.observatory.lewisham.gov.uk/wp-content/uploads/2021/05/Adult-Asthma-and-COPD-JSNA.pdf>

⁵ Air pollution restricting children’s lung development, King’s College London, 2018 <https://www.kcl.ac.uk/news/air-pollution-restricting-childrens-lung-development>

⁶ More than 90% of the world’s children breathe toxic air every day <https://www.who.int/news/item/29-10-2018-more-than-90-of-the-worlds-children-breathe-toxic-air-every-day>

⁷ London kids exposed to 5 times more air pollution on school run <https://www.london.gov.uk/press-releases/mayoral/walking-to-school-on-back-streets-halves-pollution>

⁸ Study estimates exposure to air pollution increases COVID-19 deaths by 15% worldwide, European Society of Cardiology, 2020 <https://www.escardio.org/The-ESC/Press-Office/Press-releases/study-estimates-exposure-to-air-pollution-increases-covid-19-deaths-by-15-world>

⁹ Lewisham Joint Strategic Needs Assessment: Adult asthma and chronic obstructive pulmonary disease (COPD) <https://www.observatory.lewisham.gov.uk/wp-content/uploads/2021/05/Adult-Asthma-and-COPD-JSNA.pdf>

¹⁰ Health inequality and asthma, Asthma UK <https://www.asthma.org.uk/support-us/campaigns/publications/inequality/>

¹¹ The NICHD Consecutive Pregnancies Study: recurrent preterm delivery by subtype, PubMed, 2014 <https://pubmed.ncbi.nlm.nih.gov/24036403/>

Traffic-related noise and vibration reduction	<p>homes. Exposure to loud noise can cause Noise Induced Hearing Loss (NIHL) as well as high blood pressure, heart disease, sleep disturbances, and stress¹³. Noise can have a greater impact amongst vulnerable groups such as older people as all these issues can also increase with age.</p> <p>As mentioned in the consultation findings, Heavy Good Vehicles (HGVs) have a significant impact on noise and vibration which can affect both people mental health¹⁴. Reducing through traffic including HGVs should be positive. The camera currently installed on Manor Lane specifically targets HGVs.</p> <p>Regarding mental health, research found that men are less likely to seek support than women and are more likely to take their own life. People from Black African and Caribbean communities are less likely to receive treatment for common mental health problems but are much more likely to be diagnosed with schizophrenia and detained under the Mental Health Act. People from LGBTQ+ communities and people with learning disabilities are much more likely to experience a mental health problem.¹⁵ It is also recognised that some women during or after pregnancy experience perinatal anxiety and postnatal depression.¹⁶</p> <p>The LTN monitoring data shows that traffic levels and speeds in the majority of roads surveyed have decreased and as a result noise will have also reduced. Quieter streets are beneficial to all groups mentioned above.</p>	<p>restrictions surrounding the pandemic alter further monitoring of traffic should continue to be undertaken to understand ongoing impacts.</p>
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Impact type	Current proposal	Improvement or negative impact mitigation suggestions
3 Road safety and security increase	<p>The original and revised Lewisham and Lee Green LTN physical and camera enforced filters have shown to reduce the level of traffic and vehicle speeds. Less and slower traffic means less fear of collisions that can be injurious or fatal to vulnerable road users such as pedestrians and cyclists¹⁷. The number of injuries are expected to reduce as LTNs have been found to reduce injuries for all road users by 70%¹⁸.</p> <p>Reduced traffic speed is particularly positive to children as fear of road traffic injury is the leading reason people give for not walking or cycling and one that parents give for restricting the independent mobility of their children. Children until they are in their teens, but also older people and people with disabilities, are less able to assess and respond appropriately to high volumes of motor traffic, high speeds and limited visibility.¹⁹</p> <p>In Lewisham, 5% of all road traffic accidents involve children and they are a leading cause of child fatalities. In the borough, there is increased numbers of accidents occurring in children aged 10-15 years²⁰ and 70% of casualties under 18 in Lewisham are pedestrians.²¹</p>	<p>Current filters have proven to be efficient at reducing vehicular traffic amount and speeds which should help to increase road safety.</p> <p>As stated In Lewisham, 5% of all road traffic accidents involve children and they are a leading cause of child fatalities. In the borough, there is increased numbers of accidents occurring in children aged 10-15 years and 70% of casualties under 18 in Lewisham are pedestrians.</p> <p>To help further improve the situation for this group there needs to be great work with schools to improve the</p>

¹³ Noise Pollution, National Geographics, 2019 <https://www.nationalgeographic.org/encyclopedia/noise-pollution/#:~:text=Noise%20pollution%20impacts%20millions%20of,%2C%20sleep%20disturbances%2C%20and%20stress.&text=Noise%20pollution%20also%20impacts%20the%20health%20and%20well%2Dbeing%20of%20wildlife>

¹⁴ Noise and Health - Effects of Low Frequency Noise and Vibrations: Environmental and Occupational Perspectives https://www.researchgate.net/publication/258400137_Noise_and_Health_-_Effects_of_Low_Frequency_Noise_and_Vibrations_Environmental_and_Occupational_Perspectives

¹⁵ Towards equality for mental health <https://www.mentalhealth.org.uk/sites/default/files/MHPG%20Towards%20equality%20for%20mental%20health%20.pdf>

¹⁶ Postnatal depression and perinatal mental health <https://www.mind.org.uk/information-support/types-of-mental-health-problems/postnatal-depression-and-perinatal-mental-health/about-maternal-mental-health-problems/>

¹⁷ Inequalities in self-report road injury risk in Britain: A new analysis of National Travel Survey data, focusing on pedestrian injuries, Journal of Transport & Health, 2018 <https://www.sciencedirect.com/science/article/pii/S2214140517306308>

¹⁸ The Impact of Introducing Low Traffic Neighbourhoods on Road Traffic Injuries, Findings, 2021 <https://findingspress.org/article/18330-the-impact-of-introducing-low-traffic-neighbourhoods-on-road-traffic-injuries>

¹⁹ Improving the health of Londoners Transport action plan <http://content.tfl.gov.uk/improving-the-health-of-londoners-transport-action-plan.pdf>

²⁰ Lewisham's Joint Strategic Needs Assessment, Road Traffic Safety in Lewisham: Facts and Figures <http://www.lewishamsna.org.uk/children-and-young-people/road-traffic-safety-in-lewisham/what-do-we-know/facts-and-figures>

²¹ Lewisham Reported Road Casualties http://www.travelindependent.org.uk/area_107.html

Filters currently installed at junctions should have a positive impact on road safety as 73% of collisions resulting in death or serious injury for those on foot, bike or motorbike in London take place at junctions.²²

Improved road safety through vehicular traffic calming and closures will be positive to all genders. The National Travel Attitudes Survey (NTAS) found that 66% of adults over the age of 18 agreed that "it is too dangerous for me to cycle on the roads". The figure was even higher for **women**, at 71%.²³ It was found that even people that are usually happy to ride on busy roads themselves are generally not keen to ride there with eight-year-olds, and riding with **children** on local streets was often avoided due to fear of aggressive, rat-running traffic.²⁴

Improved road safety through vehicular traffic calming and closures should impact **pregnant women and young children's parents** positively as they may be more sensitive to perceived safety, worrying for the children they carry.

The LTN should be beneficial to all ethnicities, and especially **BAME groups**. BAME Londoners, both adults and children are almost twice as likely as **white** Londoners to be injured on the roads in a car accident and reducing this statistic is a priority. BAME road users also have the highest risk of being a pedestrian casualty and are less likely than white Londoners to say that they feel safe from road accidents when walking around London, either during the day or at night. White Londoners are at higher risk with being involved in a cycle collision than other groups of cyclists.²⁵

Evidence shows that **disabled people** are five times more likely to be injured as a pedestrian than non-disabled people – reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability. As a result, the LTN should have positive results on this group regarding road safety.²⁶

Vulnerable road users such as some **children, women, disabled and older people** are also more sensitive to perceived security and are more likely to feel worried in darker and isolated places. Security is known to improve when there are more people on the streets as natural surveillance increases. The consultation has shown that 20-30% of respondents were now more inclined to walk or cycle which increase footfall, cycle flows and natural surveillance as a result.

Research found that presenting as **female** in public space increases vulnerability to violence and this is exacerbated at certain times of night in certain locations of the city. This is especially relevant in London, where 40% of sexual assaults take place in public spaces including the transport network.²⁷ In Lee Green ward, 24 violence and sexual offences were at the top of the 102 crimes reported in September 2021.²⁸

Increased security and natural surveillance thanks to more people walking and cycling should be positive to people of all sexual orientations, including the **LGBT** population that can sometimes be target of anti-social behaviour. Research found that a third of LGBT people avoid particular streets because they do not feel safe there as an LGBT person.²⁹

environment outside the school and the journey to school. The proposals to include school streets and additional cycle training will help to mitigate these risks.

Some roads have seen traffic speeds remain high and therefore these should have further analysis and be passed to the police to target enforcement of the 20 mph speed limits.

²² Government Response to Call for Evidence Cycling and Walking Investment Strategy: Safety Review

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/758519/cycling-walking-investment-strategy-safety-review.pdf

²³ Walking and Cycling Statistics, England: 2019, DfT

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906698/walking-and-cycling-statistics-england-2019.pdf

²⁴ Bikeworks, All Ability Clubs <https://www.bikeworks.org.uk/all-ability>

²⁵ Understanding the travel needs of London's diverse communities, BAME, 2012 <http://content.tfl.gov.uk/BAME.pdf>

²⁶ ²⁶ Disabled and low-income pedestrians at 'higher risk of road injury', Road Safety GB, 2018 <https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury/>

²⁷ Sexual Violence, NHS, 2016

https://www.london.gov.uk/sites/default/files/sexual_violence_needs_assessment_report_2016.pdf

²⁸ Lee Green Explore Crimes <https://www.police.uk/your-area/metropolitan-police-service/lee-green/?tab=CrimeMap>

²⁹ LGBT in Britain - Hate Crime and Discrimination

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
<p>4</p> <p>Active travel facilities and space for other physical activity</p>	<p>Studies found that LTNs and measures reducing traffic amount and speeds on local streets were generally successful at increasing people’s time walking and cycling as well as providing safer space to play and work out on the streets³⁰. The consultation has shown that 20-30% of respondents were now more inclined to walk or cycle.</p> <p>In Lewisham in 2010, only 8.9% of adults (aged 16+) were achieving the recommended 5 days x 30 min of physical activity, which was below England average.³¹ In 2020, there were still 31.5% of adults that were not reaching recommended levels of physical activity.³²</p> <p>Formal or informal physical activity is key to tackle obesity. Obesity significantly increases the risk of diabetes, high blood pressure, and heart disease. Furthermore, obesity and morbid obesity can increase a person’s chances of dying from COVID-19 by 40 and 90% respectively. Over 70% of patients critically ill with confirmed COVID-19 are overweight or obese.³³ The target of the Mayor’s Transport Strategy for all Londoners to do at least 20 minutes of active travel each day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity.³⁴</p> <p>The proportion of children in Lewisham classed as overweight or obese for 2017/18 for children in Year 6 age group (10 to 11) is 38%. This matches the London average but is higher than the national average of 20.1%. The proportion of adults classed as overweight or obese is shown as 55.6% in Lewisham. Compared to the London average of 55.9% and 62% for England.³⁵ Lewisham has high levels of maternal obesity - 43.5% of women are overweight or obese at their booking appointment.³⁶</p> <p>The scheme should help to alleviate the issue amongst these groups.</p> <p>According to the NHS, physical activity and exercise can help people stay healthy, energetic and independent as they get older. Many adults aged 65+ spend, on average, 10 hours or more each day sitting or lying down, making them the most sedentary age group, and as a result a group with higher rates of falls, obesity and heart disease³⁷. Among the oldest people in London, those aged over 80, it is estimated that 16% meet their physical activity needs through walking and cycling alone.³⁸ This is significant as surveys of other forms of exercise such as sport and recreational activities show much lower levels of people meeting their physical activity needs, particularly among older age groups. Quieter streets should help the neighbourhood older people to remain active.</p>	<p>With the improvements to road safety and reduction in motor traffic there is an opportunity to encourage further active travel. This should include the</p> <ul style="list-style-type: none"> • Promotion of Lewisham free cycle training • Increase cycle parking within the LTN and surrounding areas. • Working closely with schools to develop successful School Streets and positive travel behaviour change • Promotion of the existing bike loan scheme, which includes bikes for children, adults, electric bikes, cargo bikes and adapted bikes

<https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-discrimination>

³⁰ LTNs for all? Mapping the extent of London’s new Low Traffic Neighbourhoods, 2020

<https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf>

³¹ Lewisham Physical Activity Plan 2010-2013 <https://councilmeetings.lewisham.gov.uk/documents/s6994/05%20Lewisham%20physical%20activity%20plan.pdf>

³² Physical Activity and Healthy Lifestyle Strategy <https://consultation.lewisham.gov.uk/culture-and-community-development/physical-activity-strategy/>

³³ COVID-19 Report, ICNARC, 2020

<https://www.icnarc.org/Our-Audit/Audits/Cmp/Reports>

³⁴ Healthy Streets for London, TfL, 2017

<http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

³⁵ Public Health Profiles

<https://fingertips.phe.org.uk/search/obesity#page/4/gid/8000073/pat/6/par/E1200007/ati/102/are/E09000023/iid/90323/age/201/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

³⁶ Data sift <https://lewisham.gov.uk/-/media/comprehensive-20equalities-20scheme-202016-20.ashx>

³⁷ Exercise as you get older <https://www.nhs.uk/live-well/exercise/exercise-as-you-get-older/#:~:text=Many%20adults%20aged%2065%20and,compared%20with%20the%20general%20population.>

³⁸ Public Health, Physical Activity and Air Quality – supporting information

<https://www.camden.gov.uk/documents/20142/18572305/Appendix+F+Public+Health%2C+Physical+Activity+and+Air+Quality%2C+supporting+information.pdf/f3365c15-23df-3f95-d0a2-6b62e63977a2>

Research found that nearly half **disabled** people (42%) in England are inactive per week compared to 21% of non-disabled people. Four in five disabled people report they would like to do more physical activity, highlighting continued barriers that prevent them from being active. Quieter streets offered by the LTN should provide more possibilities for this group to be active through an accessible form of physical activity such as walking and cycling.³⁹

Walking is the easiest physical activity to keep fit during pregnancy and when looking after a toddler and is recommended by the NHS as exercise tip during pregnancy.⁴⁰ Child caring may not allow much time for exercising either so active travel is one of the easiest and most time-efficient physical activity to keep fit during busy times. Therefore, LTN's pedestrian-friendly quieter streets should be positively received by **pregnant women and young mothers**.

Research found that **women and BAME groups** were less likely to cycle than male and white groups in London, so the scheme offers opportunity to address these inequalities, especially as it was found that BAME groups and women were also less likely to drive and found public transport services too costly.⁴¹ It was found that **women and girls** faced more barriers to traditional sport activities and therefore, quieter streets for walking and cycling may counterbalance their lack of participation in other physical activities.

Walking and cycling are also associated with improved mental and neurological health. Benefits include fewer symptoms of depression and lower incidence of depression, reduced risk of dementia, improved cognitive function, improved quality of life (and sleep quality), and reduced feelings of anxiety.⁴² Studies found that groups more inclined to suffer from mental health issues are **Black African and Caribbean, LGBTQ+ communities, people with learning disabilities⁴³ and women during or after pregnancy.⁴⁴** As a result, the possibility to be more active and increase mental health, thanks to the LTN measures, is beneficial to all these groups.

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
<p>5</p> <p>Inclusive access and community feel</p>	<p>By reducing traffic volumes and speed, the LTN helps to provide safer streets where everyone, including older children and young adults can enjoy independent mobility and quality spaces to play, meet and socialise, which are important factors for their physical, social and mental development.⁴⁵ The built environment has a fundamental importance in helping to maintain an older person's mental health and to prevent dementia as well.⁴⁶</p> <p>Traffic calmed streets offer more space on the carriageway for groups such as disabled people, children, women and parents using particular transport equipment such as mobility scooters, tricycles, e- scooters, cargo-bikes, bikes with trailers.</p> <p>Women still make more 'escort' trips with children and more shopping trips than men, which require them to have appropriate space to use equipment</p>	<p>Additional to making streets quieter, the LTN could comprise further improvements to make the neighbourhood more accessible to all.</p> <p>A review and implementation of dropped kerbs with tactile, raised-tables and better crossing locations would enhance the walkability of the area with a view to providing step-free access to all.</p>

³⁹ First evidence review of physical activity among disabled adults, Activity Alliance, 2018 <http://www.activityalliance.org.uk/news/4453-first-evidence-review-of-physical-activity-among-disabled-adults#:~:text=There%20are%2011.5%20million%20disabled,prevent%20them%20from%20being%20active>

⁴⁰ Exercise in pregnancy <https://www.nhs.uk/pregnancy/keeping-well/exercise/>

⁴¹ Travel in London: Understanding our diverse communities 2019 <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁴² Cycling and walking for individual and population health benefits

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757756/Cycling_and_walking_for_individual_and_population_health_benefits.pdf

⁴³ Towards equality for mental health <https://www.mentalhealth.org.uk/sites/default/files/MHPG%20Towards%20equality%20for%20mental%20health%20.pdf>

⁴⁴ Postnatal depression and perinatal mental health <https://www.mind.org.uk/information-support/types-of-mental-health-problems/postnatal-depression-and-perinatal-mental-health/about-maternal-mental-health-problems/>

⁴⁵ Children's Independent Mobility: an international comparison and recommendations for action

https://www.nuffieldfoundation.org/sites/default/files/files/7350_PSI_Report_CIM_final.pdf

⁴⁶ Features of the social and built environment that contribute to the well-being of people with dementia who live at home: A scoping review

<https://www.sciencedirect.com/science/article/pii/S1353829220318773>

to carry children and goods.⁴⁷ The consultation shows that narrow footways and pavement parking is an issue. New signposts implemented as part of the LTN may have reduced footway space at some locations.

Quieter streets also usually encourage people to spend more time outside. Doing so increases opportunities to interact with the rest of the local community, thereby helping the development of social cohesion, which is associated positively with mental health and inversely with mortality and depression. This is positive to all ages and in particular **older people** that suffers the most from loneliness. According to Age UK, more than 2 million people in England over the age of 75 live alone, and more than a million older people say they go for over a month without speaking to a friend, neighbour or family member.⁴⁸ Research found that the number of **disabled** people who report feeling lonely “often or always” is also almost four times that of non-disabled people, with the greatest disparity for young adults, aged **16 to 24 years old**.⁴⁹

Reducing traffic on local streets is also beneficial to **children**. The LTN is located in an area of deficiency to open spaces over 2ha (local, small and pocket parks), over 20ha (district park) as well as in an area of deficiency to play facilities.⁵⁰ Therefore green space to play outside is limited. Besides active travel and structure exercise, outdoor unstructured play would normally allow children to obtain physical exercise. Increases in traffic density and safety concerns of parents are also reasons for the decline in time children spend outside. Enabling children and young people to play safely in non-dedicated play spaces within their local environment, such as living streets, squares or Home Zones, allows them to exercise, develop risk awareness in relation to other road users and develop the skills necessary to navigate their neighbourhoods more safely.

Regarding inclusive cycling, a review of the current cycle facilities and route through the area with consideration for improvements to ensure safety and convenience of cyclists of all levels and ability.

Providing additional features such as benches or informal seating would help the neighbourhood to be more social and help the older people and stick users to shift travel modes as they that can usually walk comfortably without a rest for about 50m only.⁵¹

There is potential, subject to funding, to turn physical road closures into community pockets parks with planting and seating facilities to encourage social activity.

Studies found that women, older people, disabled groups and BAME groups cycle less than others. Approaching these groups to raise awareness of the cycle trainings.

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
<p>6</p> <p>Neighbourhood attractiveness and economic vitality</p>	<p>Because the LTN scheme was implemented as a COVID-19 emergency measure, only physical barriers made of planters and then camera-enforced modal filters were used so that implementation could happen quickly at reduced costs. While some boroughs have used emergency road closures to enhance place character (e.g. colourful planters and tall planting) using London Small Change and Big Impact approach⁵², Lewisham have used discrete wooden planters with low planting and black coffin bollards that do not add much to the streets attractiveness. However, most LTN residential streets already present an agreeable character with quality materials used in footways and trees at some locations.</p> <p>Attractiveness is one of the key design principles regarding the provision of quality walking and cycling spaces.⁵³ An attractive environment encourages people to spend time using places.</p> <p>Consultation findings show that the LTN already encourages people to walk and cycle more. This can be positive to all street businesses located within</p>	<p>In non-emergency circumstances, LTNs usually comprise more than modal filters. They often include an integrated pack of measures to create an attractive people-friendly environment as described in the Healthy Streets approach⁶⁰. To improve the attractive nature of the area improvements should be made at the closure points and further increase of green spaces and trees within the LTN and surrounding areas.</p> <p>With the potential implementation of school streets</p>

⁴⁷ Travel in London: Understanding our diverse communities 2019 <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

⁴⁸ Loneliness in older people, NHS, 2018 <https://www.nhs.uk/conditions/stress-anxiety-depression/loneliness-in-older-people/>

⁴⁹ Disability, well-being and loneliness, UK: 2019, ONS <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/bulletins/disabilitywellbeingandlonelinessuk/2019>

⁵⁰ Lewisham Parks and Open Spaces Strategy 2020 <https://councilmeetings.lewisham.gov.uk/documents/s73570/Parks%20and%20Open%20Space%20Strategy%202020.pdf>

⁵¹ Inclusive Mobility, DfT, 2005 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

⁵² Small Change, Big Impact <http://content.tfl.gov.uk/small-change-big-impact.pdf>

⁵³ LTN20 Cycle infrastructure design <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

⁶⁰ Healthy Streets for London <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

	<p>and around the LTN such as businesses located in the following retail areas: Lewisham high street and shopping centre, Lee High Road local centres, Lee Green local centre and shopping centre, Burnt Ash Hill local centre, Manor Lane local centre and Staplehurst Road local centre.</p> <p>Indeed, research has found that walking and cycling projects can even increase retail sales by 30% or more as pedestrians and cyclists are more inclined to make purchases than drivers. In San Francisco, the first trial ‘parklet’ increased pedestrian traffic in the area by 37% on weeknights and increased people walking with bikes at the weekend by 350%. A similar scheme in Shoreditch, London, increased takings in an adjacent shop by 20%. Finally, studies have found that retail vacancy was lower after high street and town centre improvements.⁵⁴</p> <p>A healthy local economy means more jobs for the 25-70 years old working age group and in particular women, who are more present than men in the retail industry.⁵⁵ A vibrant local economy is also vital for disabled people as local shops are a lifeline to many disabled shoppers, who may find travelling to larger stores more difficult. Convenience store staff are well placed to build relationships with customers and to provide a personalised service, which meets the individual needs of a disabled customer.⁵⁶</p> <p>Place attractiveness also usually impact mental wellbeing positively. Studies found that mental wellbeing was higher when people considered that their neighbourhood had very good aesthetic qualities.⁵⁷ There is potential to increase the neighbourhood through proposing additional features to the current LTN filters. This would be beneficial to Black African and Caribbean, LGBTQ+ communities, people with learning disabilities⁵⁸ and women during or after pregnancy⁵⁹ that are statistically more prone to mental health issues.</p>	<p>this could be co-designed with school kids and present art features that increase placemaking and sense of belonging.</p>
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Impact type	Current proposal	Improvement or negative impact mitigation suggestions
<p>7 Community service access</p>	<p>The LTN’s modal filters are meant to reduce rat-running through the area. The introduction of a modal filters will mean that vehicle access is reduced to specific gateway points, although all areas are still accessible by motor vehicles. This means depending on direction of travel those using a motor vehicle to access the area may have to use an alternative route. This route maybe longer in distance, time and cost.</p> <p>However, research has shown that they are likely to reduce in time as the general traffic evaporates after some time due to behaviour change and modal shift.⁶¹</p> <p>In the cases of community services vehicles, delays can impact service quality and costs, even if the delays are short. Community service vehicles include emergency vehicles (police, ambulances, fire brigades), TfL buses, school buses for children with special educational needs, community transport vehicles for voluntary organisations and people with a disability, refuse vehicles and street maintenance vehicles.</p>	<p>Vehicle access to every property will be maintained, but we acknowledge that with road closures could come additional time and cost for the journey. The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits. Within the area journey times are likely to reduce over time as the volume of traffic falls, with reduced build-up of traffic congestion expected. Therefore, those in the area are likely to</p>

⁵⁴ The Pedestrian Pound, Living Streets, 2018 <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

⁵⁵ Women and the Economy, House of Commons, 2020 <https://researchbriefings.files.parliament.uk/documents/SN06838/SN06838.pdf>

⁵⁶ Disabled shoppers: How to be open to everyone, Convenience Store, 2019 <https://www.conveniencestore.co.uk/your-business/disabled-shoppers-how-to-be-open-to-everyone/591980.article>

⁵⁷ Exploring the relationships between housing, neighbourhoods and mental wellbeing for residents of deprived areas, BMC Public Health, 2012 <https://bmcpublihealth.biomedcentral.com/articles/10.1186/1471-2458-12-48>

⁵⁸ Towards equality for mental health <https://www.mentalhealth.org.uk/sites/default/files/MHPG%20Towards%20equality%20for%20mental%20health%20.pdf>

⁵⁹ Postnatal depression and perinatal mental health <https://www.mind.org.uk/information-support/types-of-mental-health-problems/postnatal-depression-and-perinatal-mental-health/about-maternal-mental-health-problems/>

⁶¹ Disappearing traffic? The story so far, Municipal Engineer, 2002 https://nacto.org/docs/usdg/disappearing_traffic_cairns.pdf

	<p>Emergency service surveys in other boroughs have found that with less traffic present in LTNs, there is generally no change or improved emergency vehicle response times.⁶² But the consultation shows that some concerns amongst respondents remain regarding the operation of ambulance and police services even though some physical barriers have been replaced by camera-enforced filters exempting emergency vehicles. Having poor emergency services can affect all, and in particular the older people, disabled people, children, women and pregnant women that may more often need urgent help due to health conditions or vulnerability.</p> <p>Regarding buses and community transport, camera-enforced filters exempt local buses on Manor Park. If community transport and school bus services are delayed, it means that less voluntary organisations, people with disability and children with special educational needs can be helped in a day. TFL buses on Manor Park should benefit from lower traffic on their route which may impact positively women and BAME groups⁴¹.</p> <p>Regarding refuse and street maintenance vehicles, it is unclear if they have received exemptions or if their operation is affected by the modal filters in place.</p>	<p>experience less traffic build up on their street and the associated noise and air pollution. It is recognised that the changes will affect different people in different ways, whilst a short walk for one person may be manageable is may not be for another</p> <p>To reduce some of the impacts undertake a review of access points to the area and identification of modal filters that can be change to camera enforced filters with appropriate exemptions.</p> <p>Notifying navigation and GPS services on changes and ensuring good signage so that community vehicle journeys are efficient.</p>
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Impact type	Current proposal	Improvement or negative impact mitigation suggestions
<p style="font-size: 24px; font-weight: bold; margin: 0;">8</p> <p style="margin: 0;">Commercial service access and parking</p>	<p>The LTN’s modal filters are meant to reduce rat-running through the area.</p> <p>The introduction of a modal filters will mean that vehicle access is reduced to specific gateway points, although all areas are still accessible by motor vehicles. This means depending on direction of travel those using a motor vehicle to access the area may have to use an alternative route. This route maybe longer in distance, time and cost. However, the revisions introduced in November 2020 provide a route through the area when travelling from Hither Green to Lee Green.</p> <p>In the cases of commercial services vehicles, delays can impact service quality and costs, even if these delays are short.</p> <p>Commercial service vehicles include delivery and courier vehicles, construction/maintenance vans and lorries, taxis and private hire vehicles (such as Uber) and carer vehicles.</p> <p>People relying on taxis, private hire and carer vehicles to move around may be impacted by the scheme as costs and journey times may increase. These may include pregnant women, older people, disabled people and Blue Badge holders that find walking, cycling, driving themselves or using public transport difficult.</p> <p>Delivery drivers and construction/maintenance staff may find it more difficult to find the best route to get to the addresses they need to go to. Survey found that around 81% of people working in the transport industry were men⁶³.</p> <p>Some carers may move around by car to visit the people they look after and/or transport them to facilities. These may be impacted by the scheme if</p>	<p>Vehicle access to every property will be maintained, but we acknowledge that with road closures there could be additional time and cost for the journey. The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits. Within the area journey times are likely to reduce over time as the volume of traffic falls, with reduced build-up of traffic congestion expected. Therefore, those in the area are likely to experience less traffic build up on their street and the associated noise and air pollution. It is recognised that the changes will affect different people in different ways, whilst a short walk for one person may be manageable is may not be for another</p>

⁶² The Impact of Introducing a Low Traffic Neighbourhood on Fire Service Emergency Response Times, in Waltham Forest London, Findings, 2020 <https://findingspress.org/article/18198-the-impact-of-introducing-a-low-traffic-neighbourhood-on-fire-service-emergency-response-times-in-waltham-forest-london>

⁶³ Gendered employment in the transport sector, 2005 <https://www.ssatp.org/sites/ssatp/files/publications/HTML/Gender-RG/Source%20%20documents/Technical%20Reports/Gender%20and%20Transport/TEGT2%20Promoting%20gender%20equality%20in%20transport%20UK%202005.pdf>

	<p>they have longer and more costly journey due to modal filters. Most carers in Lewisham are women (83%).⁶⁴</p> <p>Only a few parking spaces have been shortened to install physical planters and the amount is minor compared to the total parking availability in the area.</p>	<p>19% of vehicle kilometres in London in 2017 were light or heavy goods vehicles⁶⁵ which represent a high percentage of the through-traffic that could go through LTNs if they were exempted.</p> <p>In addition, allowing all taxis and PHVs to pass through the modal filters, would reduce the benefits of the scheme for all other groups and negatively impact some of the most vulnerable road users, those who walk and cycle. This is because it would increase the number of vehicles during the hours of operation</p> <p>Where possible impacts can be reduced by enabling an exemption to camera enforced filters for registered Lewisham Blue Badge holders.</p> <p>Notifying navigation and GPS services on changes and ensuring good signage so that commercial vehicle journeys are efficient could be proposed.</p>
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Impact type	Current proposal	Improvement or negative impact mitigation suggestions
9 Personal access and parking	<p>The LTN's modal filters are meant to reduce rat-running through the area.</p> <p>The introduction of a modal filters will mean that vehicle access is reduced to specific gateway points, although all areas are still accessible by motor vehicles. This means depending on direction of travel those using a motor vehicle to access the area may have to use an alternative route. This route maybe longer in distance, time and cost.</p> <p>However, research has shown that they are likely to reduce in time as the general traffic evaporates after some time due to behaviour change and modal shift.⁶⁶</p> <p>In the UK, one in five men and one in three women over the age of 17 do not hold driving licences. Of the total British population (including children), 42% either cannot drive or do not hold a full driving licence.⁶⁷ In Lewisham, 48% of residents have no car and in Lee Green ward, 40%.⁶⁸ Therefore, regarding personal vehicular access, the scheme may impact just over half of the population.</p> <p>Early evidence also suggests that LTNs might reduce car ownership and use by around 20% among residents.⁶⁹ Consultation shows that a number of</p>	<p>Vehicle access to every property will be maintained, but we acknowledge that with road closures there could be additional time and cost for the journey. The impact of longer journey times is deemed to be reduced by the improvements for independent travel provided by the proposed improvements and the expected air quality, safety, noise and wellbeing benefits. Within the area journey times are likely to reduce over time as the volume of traffic falls, with reduced build-up of traffic congestion expected. Therefore, those in the area are likely to experience less traffic build up on their street and the</p>

⁶⁴ A summary of the adult social care sector and workforce in Lewisham <https://www.skillsforcare.org.uk/adult-social-care-workforce-data/Workforce-intelligence/documents/Local-authority-area-summary-reports/London/Lewisham-Summary.pdf>

⁶⁵ Clean freight and logistics cargo and e-cargo bikes deliveries, LEPT Policy Briefs, 2019 <https://www.londoncouncils.gov.uk/node/36076>

⁶⁶ Disappearing traffic? The story so far, Municipal Engineer, 2002 https://nacto.org/docs/usdg/disappearing_traffic_cairns.pdf

⁶⁷ Fairness in a Car-dependent Society http://www.sd-commission.org.uk/data/files/publications/fairness_car_dependant.pdf

⁶⁸ UK Census Data <http://ukcensusdata.com/lee-green-e05000447#sthash.Wjeel7i8.dpbs>

⁶⁹ LTNs for all? Mapping the extent of London's new Low Traffic Neighbourhoods, 2020

<https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf>

people are ready to drive less and walk or cycle more. Some respondents said they were planning to drive more but this could be explained by the fact that they may need to take longer journeys caused by the diversions.

Studies found that broadly, in London, personal car ownership is higher amongst **the working age group and older people**. It was also found that car ownership is highest amongst London residents of **White** ethnic origin, with car ownership around a third lower amongst BAME groups. Asian families are more likely than other ethnic minority groups to own a car. Car ownership is also higher amongst **men** than women (46% compared to 34%). This gap is greater in lower income households. **People in households with at least one child** are nearly a third more likely to own a car than those without.⁷⁰

All groups are encouraged to switch to sustainable modes, including the groups listed above, and data and consultation has shown that a large number of these group members either do not own a car or are able to switch to more sustainable modes of transport. However, for those absolutely relying on a car for various reasons (e.g. nature of their work, visiting a place not well connected to public transport, transporting children/older family members or heavy/large materials frequently or occasionally, or having a temporary disability condition), the scheme may affect them negatively.

Regarding **people with a disability**, even though there is less than 15% of disabled people in Lewisham, only 0.8% of the borough population has a Blue Badge (2,474)⁷¹. We could conclude that disabled people owning a car is very low.

This assessment recognises there are a number of old age-related conditions or diseases which will mean persons travelling through or around the area will be negatively impacted. The following list is not exclusive but considers some of the most impacted conditions or diseases:

- Mobility impairments
- Visual impairments or blindness
- Dementia and Alzheimer’s
- Arthritis or osteoarthritis
- Osteoporosis
- Anxiety

Only a few parking spaces have been shortened to install physical planters and the amount is minor compared to the total parking availability in the area. Controlled Parking Zones (CPZ) are in place throughout the LTN so there is sufficient parking for residents and Blue Badge holders.

associated noise and air pollution. It is recognised that the changes will affect different people in different ways, whilst a short walk for one person may be manageable it may not be for another

Car ownership is generally lower amongst BAME groups, with greater reliance on other travel modes, including a high share of public transport trips.

Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds, particularly those on lower income and without access to a car, is essential to improving equity in access to services, opportunities and transport as well as reducing infection risk. The proposals will help, locally, address these by encouraging and supporting increased walking and cycling participation and active lifestyles, reducing road danger and exposure to poor air quality.

Where possible impacts can be reduced by enabling an exemption to camera enforced filters for registered Lewisham Blue Badge holders

Impact type	Current proposal	Improvement or negative impact mitigation suggestions
<p>10 Socio-economic equity and</p>	<p>Lewisham is the 7th most deprived London borough. The LTN area has a varied level of deprivation.⁷² In the Lee Green ward, 17% of children live in low-income families and 11% of household experience fuel poverty.⁷³ Studies found that there are some protected characteristics that are associated with an increased risk of poverty in the UK: race (BAME groups), sex (women) and disability. In relation to age, while pensioner poverty has</p>	<p>Providing safe and affordable travel options to people from all demographic and socio-economic backgrounds, particularly those on lower income and without access to a car, is essential to</p>

⁷⁰ Roads Task Force – Technical Note 12 How many cars are there in London and who owns them? <https://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf>

⁷¹ Blue Badge scheme statistics: data tables (DIS) <https://www.gov.uk/government/statistical-data-sets/blue-badge-scheme-statistics-data-tables-dis>

⁷² Lewisham Deprivation map <https://www.observatory.lewisham.gov.uk/deprivation/map/>

⁷³ Index of Multiple Deprivation | Lee Green <https://www.observatory.lewisham.gov.uk/deprivation/reports/#/view-report/14ae7eabc086408883028cf02bf8ec9a/E05000447>

<p>access to facilities</p>	<p>fallen over the last few decades – although it has started to rise again (Age UK, 2019) – younger workers are much more likely to be in poverty than other age groups.⁷⁴</p> <p>The LTN offers measures that can curb the dominance of motorised transport, facilitate free and affordable means of transport such as walking and cycling and reduce inequalities in a range of ways.</p> <p>Studies looking at equity have highlighted how low-income groups are disproportionately affected by transport-related air pollution, traffic collisions, or climate change. The same groups are also often less able to travel because of restricted access to a car or reliable public transport options or have to spend a disproportionate amount of their income or time to travel. As a result, they have restricted access to many key opportunities and social networks.⁷⁵</p> <p>One third of the British population are prevented from participating as fully as they could in the social and economic life of a country mainly dependent on the private car to meet its transport needs. Buying and running a car is expensive. The total cost of running a mid-range family car for 10,000 miles a year is estimated at over £6,000, or about a quarter of an average British salary. However, many people would say that they do not feel they have any choice but to own a car in order to conduct their lives.⁷⁶</p> <p>Through providing safer space for walking and cycling, the LTN should reduce inequalities and be positive to low-income households. A good example is the London cycle hire scheme. Stations in the initial roll-out of the scheme tended to be more frequently placed in richer areas. The subsequent extension of the scheme to East London boroughs such as Tower Hamlets resulted in a marked increase in the share of trips made by people from more deprived areas. This highlights the importance of providing active travel infrastructure and facilities in poorer areas, where people more often lack car access.</p> <p>In lower income areas, crowding is higher and access to green space often lower than in richer areas, and so the benefit linked to the provision of quality usable street space for dwelling, socializing, playing, sitting outside is greater.⁷⁷ Therefore quieter streets generated by the LTN are beneficial to deprived groups living in the area.</p>	<p>improving equity in access to services, opportunities and transport as well as reducing infection risk. The proposals will help, locally, address these imbalances, by encouraging and supporting increased walking and cycling participation and active lifestyles, reducing road danger and exposure to poor air quality..</p> <p>Additional to making streets quieter, the LTN could comprise further improvements to make the neighbourhood more accessible to all.</p> <p>A review and implementation of dropped kerbs with tactile, Raised-tables and better crossing locations would enhance the walkability of the area provide step-free access to all types of pedestrians.</p> <p>Studies found that women, older people, disabled groups and BAME groups cycle less than others. Approaching these groups to raise awareness of the existing cycle training and bike loan scheme could be proposed</p>
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Impact type	Current proposal	Improvement or negative impact mitigation suggestions
<p>11</p> <p>Climate change mitigation</p>	<p>The consequences of climate change for London impact all age groups and already include flooding, urban heat, drought conditions or extreme cold weather. The effects of climate change could seriously harm people’s quality of life, particularly the health and social and economic welfare of vulnerable people, such as the older people and young children, that are more inclined to dehydration and are less able to regulate their body temperature.⁷⁸</p> <p>Current measures to mitigate climate change is positive to all and in particular to younger generations and women more often concerned by the state of the planet.⁷⁹</p>	<p>Providing better walking and cycling in and around the LTN would help people make a modal shift.</p> <p>Providing more planting and trees in the area that would catch CO2, create shade and lower temperatures in warmer days.</p> <p>The integration of more sustainable drainage would help</p>

⁷⁴ THE INEQUALITY OF POVERTY <https://fairbydesign.com/wp-content/uploads/2021/02/The-Inequality-of-Poverty-Full-Report.pdf>

⁷⁵ LTNs for all? Mapping the extent of London’s new Low Traffic Neighbourhoods, 2020 <https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf>

⁷⁶ Fairness in a Car-dependent Society http://www.sd-commission.org.uk/data/files/publications/fairness_car_dependant.pdf

⁷⁷ LTNs for all? Mapping the extent of London’s new Low Traffic Neighbourhoods, 2020 <https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf>

⁷⁸ Heat <https://www.london.gov.uk/what-we-do/environment/climate-change/climate-adaptation/heat>

⁷⁹ Three-quarters of adults in Great Britain worry about climate change <https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/articles/threequartersofadultsingreatbritainworryaboutclimatechange/2021-11-05>

	<p>Transport is the sector that generates the most part of CO2 emissions in the UK.⁸⁰ Greenhouse gases prevent the radiation of heat into space and are causing climate change and CO2 is the greenhouse gas that is most abundant in the atmosphere and the one that stays the longest (100 to 10,000 years).</p> <p>The revised LTN does not meet expectations in terms of air quality but people driving less means less fuels or electricity used and this has a positive impact on carbon footprint at a larger scale than the neighbourhood.</p>	<p>the area to stay dry in case of precipitation and reduce unnecessary costs linked to water treatment and watering.</p>
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Impact type	Current proposal	Improvement or negative impact mitigation suggestions
12 Quality engagement in the scheme development	<p>The original LTN was implemented as emergency measure in response to the pandemic under a ‘Temporary Traffic Order’, which enabled quick implementation. This required no public engagement. However, the Council set up a consultation page after implantation to collect views and adapted measures in response with concerns. With the aim of further improving the scheme, the Council undertook a 6-week public consultation that took place in June-August 2021.</p> <p>To make sure a wide range of people could respond, a comprehensive set of communication channels and ways to respond were used. These included hardcopy leaflets and surveys sent to properties, postcards, a dedicated webpage⁸¹, a public phone line and email, social media, posters, targeted door knocking following postcode mapping. The engagement area included the LTN as well as surrounding areas as seen in the consultation report.</p> <p>The response rate was 20% with 7,065 responses. When comparing the respondent representation to Lewisham Borough and Lee Green Ward, we can notice there are consultation gaps regarding children, young adults, BAME and Christian groups.</p> <p>Consultation findings show that some participants had concerns about the consultation process.</p>	<p>The council have been listening to resident concerns throughout the scheme and a significant revision was made in November 2020 based on issued raised by residents.</p> <p>Ensure that there is a process for the next stages of the project which will enable access for all residents and businesses to feedback. This should in an accessible format and where certain protected characteristics haven’t participated, actively seek their views.</p>

In the next pages, tables show the link between impacts and groups using the following score system:

Impact matrix key		
Score	Estimated effect on group	Signification
3	Very high beneficial impact	Measures are significantly improving that group’s quality of life
2	High beneficial impact	Measures are improving that particular group’s quality of life. Further measures could be proposed to provide outstanding results.
1	Beneficial impact	Measures are somewhat improving that group’s quality of life, similarly to other groups. Further measures could be proposed.
0	Uncertain or neutral impact	Measures are not improving or worsening the group’s quality of life. Additional or other measures could be proposed to make a positive change.
-1	Adverse impact	Measures are somewhat worsening that group’s quality of life, similarly to other groups. Some mitigation measures may need to be proposed, including behaviour change activities.
-2	High adverse impact	Measures are worsening that particular group’s quality of life. Some mitigation measures need to be proposed.
-3	Very high adverse impact	Measures are significantly worsening that group’s quality of life. Several mitigation measures have to be proposed.

⁸⁰ Transport and Environment Statistics 2021 Annual report https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/984685/transport-and-environment-statistics-2021.pdf

⁸¹ Consultation on the Lewisham and Lee Green Low Traffic Neighbourhood <https://lewisham.gov.uk/myservices/roads-and-transport/tell-us-what-you-think-of-the-lewisham-and-lee-green-low-traffic-neighbourhood>

Protected characteristic: Age

People of a particular age or persons of the same age group					Impact matrix
	Children (0-17)	Young adults (18-24)	Working age adults (25-69)	Older adults (70+)	All
Borough - Representation Lewisham and projection in the future (if available)	23.0% (Census 2011)	9.9% (Census 2011)	60.2% (Census 2011)	6.8% (Census 2011)	
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	21.4% (Census 2011)	8.0% (Census 2011)	62.9% (Census 2011)	7.8% (Census 2011)	
OVERALL IMPACT (sum of all impacts listed below)	10 positive	9 positive	6 positive	6 positive	8 positive
1 Traffic-related air pollution reduction	0	0	0	0	
2 Traffic-related noise and vibration reduction	2	1	1	2	
3 Road safety and security increase	2	1	1	1	
4 Active travel facilities and space for other physical activity	2	1	1	1	
5 Inclusive access and community feel	1	1	1	2	
6 Neighbourhood attractiveness and economic vitality	1	2	2	1	
7 Community service access	0	0	-1	-1	
8 Commercial service access and parking	0	0	-1	-1	
9 Personal access and parking	0	0	-1	-1	
10 Socio-economic equity and access to facilities	1	2	0	0	
11 Climate change mitigation	2	2	1	1	
12 Quality engagement in the scheme development	-1	-1	2	1	

Protected characteristic: Disability

PEOPLE WITH IMPAIRMENT WHICH HAS A SUBSTANTIAL AND LONG-TERM ADVERSE EFFECT ON THAT PERSON'S ABILITY TO CARRY OUT NORMAL DAY-TO-DAY ACTIVITIES

Impact matrix					
	People with physical disability	People with sensory impairment (sight, hearing)	People with cognitive impairment or learning disability	People with health and medical conditions	All
Borough - Representation Lewisham and projection in the future (if available)	unknown	unknown	unknown	unknown	14.4% (Census 2011) And 0.8% Blue Badge holders (gov.uk)
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	unknown	unknown	unknown	unknown	13.3% (Census 2011)
OVERALL IMPACT (sum of all impacts listed below)	7 positive	6 positive	7 positive	6 positive	7 positive
1 Traffic-related air pollution reduction	0	0	0	0	
2 Traffic-related noise and vibration reduction	1	1	2	2	
3 Road safety and security increase	2	2	2	1	
4 Active travel facilities and space for other physical activity	2	1	1	1	
5 Inclusive access and community feel	2	1	2	1	
6 Neighbourhood attractiveness and economic vitality	2	2	2	2	
7 Community service access	-2	-2	-2	-2	
8 Commercial service access and parking	-1	-1	-1	-1	
9 Personal access and parking	-2	-1	-1	-1	
10 Socio-economic equity and access to facilities	1	1	1	1	
11 Climate change mitigation	1	1	1	1	
12 Quality engagement in the scheme development	1	1	1	1	

Protected characteristic: Gender reassignment

PEOPLE WHO ARE TRANSGENDER, THAT HAVE A GENDER IDENTITY THAT IS DIFFERENT FROM THE GENDER ASSIGNED TO THEM WHEN THEY WERE BORN

Impact matrix	
	Transgenders
Borough - Representation Lewisham and projection in the future (if available)	Estimate of 1% (stonewall.org.uk)
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	Estimate of 1% (stonewall.org.uk)
OVERALL IMPACT (sum of all impacts listed below)	8 positive
1 Traffic-related air pollution reduction	0
2 Traffic-related noise and vibration reduction	1
3 Road safety and security increase	2
4 Active travel facilities and space for other physical activity	1
5 Inclusive access and community feel	2
6 Neighbourhood attractiveness and economic vitality	2
7 Community service access	-1
8 Commercial service access and parking	-1
9 Personal access and parking	-1
10 Socio-economic equity and access to facilities	1
11 Climate change mitigation	1
12 Quality engagement in the scheme development	1

Protected characteristic: Marriage and civil partnership

PEOPLE IN A CIVIL PARTNERSHIP OR MARRIAGE BETWEEN SAME SEX OR OPPOSITE SEX

Impact matrix			
	People in civil partnership or married - Opposite sex	People in civil partnership or married - Same sex	All
Borough - Representation Lewisham and projection in the future (if available)	31.6% (Census 2011)	0.3% (Census 2011)	31.9% (Census 2011)
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	37.7% (Census 2011)	0.3% (Census 2011)	38% (Census 2011)
OVERALL IMPACT (sum of all impacts listed below)	5 positive	5 positive	5 positive
1 Traffic-related air pollution reduction	0	0	
2 Traffic-related noise and vibration reduction	1	1	
3 Road safety and security increase	1	2	
4 Active travel facilities and space for other physical activity	1	1	
5 Inclusive access and community feel	1	1	
6 Neighbourhood attractiveness and economic vitality	1	2	
7 Community service access	1	1	
8 Commercial service access and parking	-1	-1	
9 Personal access and parking	-1	-1	
10 Socio-economic equity and access to facilities	-1	-1	
11 Climate change mitigation	1	1	
12 Quality engagement in the scheme development	1	1	

Protected characteristic: Pregnancy and maternity

PEOPLE WHO IS PREGNANT OR EXPECTING A BABY AND A PERSON WHO HAS RECENTLY GIVEN BIRTH

Impact matrix	
	Pregnant women and young mothers
Borough - Representation Lewisham and projection in the future (if available)	45.9% people have dependent children (Census 2011) 4919 live births in 2012 (1.8% of total population) 1.6% of children aged under 1 (Census 2011)
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	43.8% people have dependent children (Census 2011) 1.7% of children aged under 1 (Census 2011)
OVERALL IMPACT (sum of all impacts listed below)	9 positive
1 Traffic-related air pollution reduction	0
2 Traffic-related noise and vibration reduction	1
3 Road safety and security increase	2
4 Active travel facilities and space for other physical activity	1
5 Inclusive access and community feel	2
6 Neighbourhood attractiveness and economic vitality	2
7 Community service access	-1
8 Commercial service access and parking	-1
9 Personal access and parking	-1
10 Socio-economic equity and access to facilities	1
11 Climate change mitigation	2
12 Quality engagement in the scheme development	1

Protected characteristic: Race (ethnicity)

PEOPLE DEFINED BY THEIR RACE, COLOUR AND NATIONALITY (INCLUDING CITIZENSHIP), ETHNIC OR NATIONAL ORIGINS

Impact matrix			
	BAME groups	White group	All
Borough - Representation Lewisham and projection in the future (if available)	46.5% (Census 2011)	53.5% (Census 2011)	
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	33.7% (Census 2011)	66.3% (Census 2011)	
OVERALL IMPACT (sum of all impacts listed below)	7 positive	5 positive	6 positive
1 Traffic-related air pollution reduction	0	0	
2 Traffic-related noise and vibration reduction	1	1	
3 Road safety and security increase	2	1	
4 Active travel facilities and space for other physical activity	2	1	
5 Inclusive access and community feel	1	1	
6 Neighbourhood attractiveness and economic vitality	1	1	
7 Community service access	-1	-1	
8 Commercial service access and parking	-1	-1	
9 Personal access and parking	0	-2	
10 Socio-economic equity and access to facilities	2	1	
11 Climate change mitigation	2	1	
12 Quality engagement in the scheme development	-2	2	

Protected characteristic: Religion and philosophical belief

PEOPLE WITH RELIGIOUS AND PHILOSOPHICAL BELIEFS INCLUDING NO BELIEF (MAY INCLUDE BELIEFS SUCH AS, FOR INSTANCE, EXISTENCE OF CLIMATE CHANGE, ETHICAL VEGANISM, ABSTINENCE FROM ALCOHOL, POLITICAL BELIEF)

Impact matrix			
	People of various religions or no religions	People of various philosophical belief or no philosophical belief	All
Borough - Representation Lewisham and projection in the future (if available)	Christian 52.8% Muslim 6.4% No religion 27.2% Other religion 4.7% Prefer not to say 8.9% (Census 2011)	Unknown	
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	Christian 52% Muslim 4.4% No religion 30.3% Other religion 4.9% Prefer not to say 8.5% (Census 2011)	Unknown	
OVERALL IMPACT (sum of all impacts listed below)	5 positive	6 positive	6 positive
1 Traffic-related air pollution reduction	0	0	
2 Traffic-related noise and vibration reduction	1	1	
3 Road safety and security increase	1	1	
4 Active travel facilities and space for other physical activity	1	1	
5 Inclusive access and community feel	1	1	
6 Neighbourhood attractiveness and economic vitality	1	1	
7 Community service access	0	0	
8 Commercial service access and parking	0	0	
9 Personal access and parking	0	0	
10 Socio-economic equity and access to facilities	0	0	
11 Climate change mitigation	1	1	
12 Quality engagement in the scheme development	-1	0	

Protected characteristic: Sex

PEOPLE'S GENDER

Impact matrix			
	Women	Men	All
Borough - Representation Lewisham and projection in the future (if available)	51.1% (Census 2011)	48.9% (Census 2011)	
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	50.2% (Census 2011)	49.8% (Census 2011)	
OVERALL IMPACT (sum of all impacts listed below)	11 positive	2 positive	5 positive
1 Traffic-related air pollution reduction	0	0	
2 Traffic-related noise and vibration reduction	1	1	
3 Road safety and security increase	2	1	
4 Active travel facilities and space for other physical activity	2	1	
5 Inclusive access and community feel	2	1	
6 Neighbourhood attractiveness and economic vitality	1	1	
7 Community service access	-1	-2	
8 Commercial service access and parking	-1	-2	
9 Personal access and parking	-1	-2	
10 Socio-economic equity and access to facilities	2	1	
11 Climate change mitigation	2	1	
12 Quality engagement in the scheme development	1	1	

Protected characteristic: Sexual orientation

PEOPLE'S SEXUAL ORIENTATION TOWARDS PERSONS OF THE SAME SEX, PERSONS OF THE OPPOSITE SEX OR PERSONS OF EITHER SEX

Impact matrix	
	Gay, lesbian and bisexual people
Borough - Representation Lewisham and projection in the future (if available)	Estimate of 3.8% (ons.gov.uk)
Ward - Representation in Lee Green ward (does not include the LTN area included in Lewisham centre)	Estimate of 3.8% (ons.gov.uk)
OVERALL IMPACT (sum of all impacts listed below)	9 positive
1 Traffic-related air pollution reduction	0
2 Traffic-related noise and vibration reduction	2
3 Road safety and security increase	2
4 Active travel facilities and space for other physical activity	1
5 Inclusive access and community feel	2
6 Neighbourhood attractiveness and economic vitality	2
7 Community service access	-1
8 Commercial service access and parking	-1
9 Personal access and parking	-1
10 Socio-economic equity and access to facilities	1
11 Climate change mitigation	1
12 Quality engagement in the scheme development	1

5. Conclusion, action plan and monitoring

Conclusion

Positive impacts

The Equality Impact Analysis shows that the current LTN measures impact all groups positively overall and in particular the ones that may traditionally suffer from inequalities such as children, young adults, disabled people, pregnant women and young mothers, members of the LGBT community and BAME groups. This is because the scheme has shown being successful at generally decreasing traffic levels and speeds.

Quieter streets mean less noise and vibrations, increased road safety and natural surveillance, due to more people able to walk and cycle safely, increased opportunities for all to be active on the streets, more space on the carriageway for people using various wheeled transport equipment such as, tricycle, adapted cycles, cargo-bikes, more and quieter space to play, stop and chat with neighbours, increased footfall and cycle flows supporting a vibrant local economy, more space and time to enjoy streets architectural and natural features, more opportunities to access facilities for people that found that using public transport or a car was too expensive and a lower carbon footprint overall.

Negative impacts

The Equality Impact Analysis did highlight some potential negative impacts on the protected groups.

The negative impacts are related to the requirement for those using a motor vehicle to use alternative routes to reach their destination in the area, which may be longer. The negative impact is associated with the increased time, distance and cost for those using a motor vehicle to reach their destination. It should be noted that all properties remain accessible by motor vehicle and there are other ways to travel which will be improved by the proposals including for those who walk and cycle. The main negative impact therefore is on those people where the use of a motor vehicle to travel across the area to reach their destination is essential.

As part of this assessment, it is recognised this could be those that are disabled, elderly, mobility impaired, and care for a relative or friend that need to use a motor vehicle to travel across the area.

Specifically, this assessment recognises there are a number of old age-related conditions or diseases which will mean persons travelling through or around the area could be negatively impacted when using a motor vehicle. This could also be the case for the elderly who have mobility impairments and may be more likely to be reliant on a motor vehicle for essential journeys. Those supporting or caring for an elderly relative or friend could also likely be impacted by the longer alternative routes. The impacts are those persons using a motor vehicle will have to use alternative routes, which may take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi/PHV) vehicle to travel.

Further to this, people with a disability, or those supporting or caring for a relative or friend with a disability, who require a vehicle to travel will have to use alternative routes, which will take more time to reach their destination, increase their journey distance and overall journey cost when using a private or hired (taxi/PHV) vehicle to travel.

Mitigation measures

In order to reduce and limit the negative impacts that have been identified a number of key suggestions have been made:

Accessibility

To reduce some of the impacts undertake a review of access points to the area and identification of modal filters that can be changed to camera enforced filters with appropriate exemptions for emergency service, registered Lewisham blue badge holders and registered educational needs and disabilities (SEND) transport providers.

School Streets

To address road safety and traffic pollution issues for children develop a programme of school streets. Work together with schools, school parents and children, community services and local residents to define design principles, times, exemptions and travel behaviour change activities and monitoring.

Complementary measures to encourage further modal shift

To encourage an increase in sustainable and active travel and a reduction in car use it is recommended, the following complementary measures should be implemented throughout the wider consultation area:

- more street trees and greening of public spaces and residential streets to improve the look and feel of the area and improve air quality locally.
- Introduce additional bike storage and parking.
- Introduce/ improve pedestrian crossing points at key locations to improve accessibility.

Sustainable travel behaviour

Improve communication regarding existing cycling training and help and offer further support to residents and businesses willing to shift to cycling through for instance by promoting existing cycle training and giving consideration to specific training sessions for women, older people, disabled people and BAME groups and organising awareness events. In addition, promote the existing cycle loan scheme. Evaluate demand for EV-charging points. Work with other organisations to consider measures to reduce the number of vehicles making deliveries and explore opportunities for servicing to be undertaken by more sustainable means.

Inclusive engagement strategy

Develop a clear engagement strategy for the recommended environmental measures including school streets. Include targeted activities for hard-to-reach groups such as children, younger adults and BAME group members.

Overall

It is recognised that for some protected groups that have to take journeys by motor vehicle, they may be disproportionately negatively impacted, however, the impact of longer journey times for some people is deemed to have been reduced by the improvements for the opportunity for sustainable and active travel provided by the proposals and the expected improvements to air quality, safety, noise and wellbeing benefits to these groups.

Action plan and monitoring

The table below is a draft action plan that can be used to shape and monitor an inclusive design and engagement process for the steps ahead. It also show when it is preferred that the EqIA is updated.

Recommendation	Key activity	Progress/ Timeline
Share information on consultation results and final proposals	Final consultation results and final proposals to be made available online and awareness raised through a press release, social media, and other existing communication channels.	January 2022
Report to Cabinet and Mayor	Presentation of the findings of the scheme and recommendations on improvements to be made	January 2022
Ensure that there is an engagement process for the recommended environmental measures including school streets. This should be in an accessible format and where groups with certain protected characteristics haven't participated in previous engagement actively seek their views	<p>Share information on the final scheme and programme of the detailed design and works. Ensure that the opportunities for feedback on new designs are provided and advertised widely to ensure that those that want to be further engaged in the programme are able to do so.</p> <p>Information should be shared via existing channels including, website and social media. All feedback will be reviewed.</p> <p>Information letters delivered to properties in the direct vicinity of the works and notices put up in the area prior to works starting.</p>	March – Sept 2022
Traffic order advertisement.	Ensure scheme is progressed in accordance with the statutory processes	early 2022

Continue to liaise with SNT, Met Police re safety in neighbourhood areas.	often local issues are raised via the Safer Neighbourhood Teams and Met Police ensure regular updates across the programme to identify where changes may cause conflict for the different user groups.	On-going
Continue Engagement with emergency services	continue discuss any impacts with the Emergency services as the scheme may change.	On-going
Undertake further surveys to obtain data to correlate with existing baseline data held prior to starting the scheme	Undertake surveys on a regular basis to understand the continued impacts of the scheme and to help inform other transport schemes within the borough. This may include but not limited to air quality, traffic counts, collisions, and vehicle speeds. This may also include new data sets such as levels of walking and cycling in the area.	On-going
Review of the uptake on the registered Lewisham blue badge exemption	Monitor the current number of registered Lewisham blue badge exemptions, and identify if there is an increase of blue badge exemption requests and those granted.	On-going