

# Sustainable Transport Strategy

Equality Impact Assessment

Consultation draft December 2022

# Table of Contents

Table of Contents.....	1
Introduction .....	2
Equality Impact Assessment.....	1
M1 Fairer street for all .....	1
M2 Deliver streets and spaces that support mental wellbeing .....	1
M3 Deliver streets and spaces that support physical wellbeing.....	2
M4 Reduce traffic .....	3
M5 Transform our streets into social, thriving neighbourhoods .....	4
M6 Support sustainable and efficient freight and servicing .....	4
M7 Safe, clean and comfortable journey experience for all .....	4
M8 Places to be adaptable and resilient to climate change .....	5
M9 Working together to deliver the Sustainable Transport Strategy.....	6

# Introduction

## The purpose of this document

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

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

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

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

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

## How the assessment has been done

The STS is divided up into nine missions, which set out what the council is trying to achieve with its transport policy. Each of these missions includes objectives, which set out how we are going to deliver these aims.

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

These impacts are judged in one of three ways:

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

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

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

# Equality Impact Assessment

Mission	Objective	Potential impact	Potential outcome	Mitigation and management
M1 Fairer street for all	1. Prioritise equity in all transport schemes so everyone can achieve their potential	<ul style="list-style-type: none"> <li>The STS will prioritise all transport schemes and policies on the basis of the Equity Framework. This includes focusing investment on projects that will provide an especial benefit to protected groups, who have traditionally been neglected by transport investment. It also means that the needs of all users will be considered at design stage.</li> </ul> <p>This approach requires the council to take into consideration the relevant demographics when designing schemes. If inaccurate or out-of-date data are used, the result could be inequitable.</p>	<ul style="list-style-type: none"> <li>Negative</li> </ul>	<ul style="list-style-type: none"> <li>Where possible, data will be automatically updated. Where there are conflicts, the most up-to-date information will be used.</li> </ul>
		<ul style="list-style-type: none"> <li>The distribution of groups with different protected characteristics is different. Some groups, such as children and old people, are more evenly distributed across the borough. It will be harder to focus targeted interventions in this case.</li> </ul>	<ul style="list-style-type: none"> <li>Negative</li> </ul>	<ul style="list-style-type: none"> <li>Alongside targeted interventions, we will also maintain and enforce minimum standards to ensure that no-one is disadvantaged as a result of where they live in the borough.</li> </ul>
M2 Deliver streets and spaces that support mental wellbeing	2. Create calm and simple streets	<ul style="list-style-type: none"> <li>Background noise, including traffic noise, disproportionately affects many protected groups. It hampers the development of children's brains, it increases the risk of stroke, premature death<sup>1</sup> and Alzheimer's<sup>2</sup>, and can be distressing for people with developmental disorders such as autism.</li> </ul>	<ul style="list-style-type: none"> <li>Positive</li> </ul>	<ul style="list-style-type: none"> <li>We will seek to reduce noise through the elimination of noise generating activity, not its diversion. Therefore, the problem will not be shifted to another group.</li> </ul>

<sup>1</sup> (Halonen, et al., 2015)

<sup>2</sup> (Cantuaria, et al., 2021)

		<p>Moreover, black people and those from other minority ethnic groups, and those from low-income households are more likely to live near higher-trafficked roads and experience more background noise.</p> <ul style="list-style-type: none"> <li>• People with mobility issues and old people rely on street furniture such as benches as they need places to frequently rest. Any programmes to declutter the pavement by removing poorly placed street furniture has the potential to restrict their mobility.</li> </ul>	<ul style="list-style-type: none"> <li>• Negative</li> </ul>	<ul style="list-style-type: none"> <li>• Any publically-useful street furniture (such as benches as opposed to phone cabinets) that is identified to be moved will be replaced with at least one nearby.</li> </ul>
<b>M3 Deliver streets and spaces that support physical wellbeing</b>	<b>3. Encourage people to get active and stay active</b>	<ul style="list-style-type: none"> <li>• Different types of exercise may be more different groups of people, especially due to age and/or disability.</li> </ul>	<ul style="list-style-type: none"> <li>• Negative</li> </ul>	<ul style="list-style-type: none"> <li>• Design transport protects to promote all exercise, by providing opportunity, rather than promoting specific activities.</li> </ul>
	<b>4. Design our streets to enable everyone to use the space actively, efficiently and safely</b>	<ul style="list-style-type: none"> <li>• Lower income groups less likely to have access to private outdoor space. Replacing existing hard surfacing with more green space ensures more people have access to space to play and enjoy nature.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive</li> </ul>	<ul style="list-style-type: none"> <li>• Alongside prioritising protected groups, such schemes should prioritise areas of Southwark with the worst access to parks and other greenspaces, to ensure the greatest benefit.</li> </ul>
	<b>5. Provide infrastructure and facilities that support active travel</b>	<ul style="list-style-type: none"> <li>• Some disabled people find it easier to cycle than to walk, but poorly-designed cycle lanes, such as those that are too narrow or have excessive camber can be unusable for users of adapted cycles<sup>3</sup>.</li> <li>• Poorly-designed and sited cycle lanes can form a barrier to pedestrians. Such barriers can be especially difficult to traverse for old people and those who are visually and mobility impaired.</li> <li>• Age and disability can limit the distance people can</li> </ul>	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Negative</li> <li>• Neutral</li> </ul>	<ul style="list-style-type: none"> <li>• All new cycle infrastructure will be assessed against our Accessible Cycle Tool to ensure it usable for everyone.</li> <li>• We will consider pedestrian movement throughout the design process of cycle infrastructure, allowing them to move around sites along desire lines. Will use a consistent language of tactile surfaces to edge cycle lanes and identify crossings.</li> <li>• By creating frequent rest-stops along active travel corridors we can ensure that</li> </ul>

<sup>3</sup> (Transport for London, 2019)

		walk or cycle <sup>4</sup> , limiting the usefulness of infrastructure.		they are usable by as many people as possible.
<b>M4 Reduce traffic</b>	<b>6. Reduce the number of motor vehicles and their emissions and ensure safe and efficient operation of the road network</b>	<ul style="list-style-type: none"> <li>Air pollution is a major threat to public health which can lead to lifelong illness and death. Young people, old people<sup>5</sup>, and those with pre-existing health conditions are especially sensitive to air pollution.</li> <li>Black, Asian and minority-ethnic residents, as well as those from lower-income households, are more likely to be in areas of high air pollution, and more likely to suffer ill-health as a result.</li> </ul>	<ul style="list-style-type: none"> <li>Positive</li> <li>Positive</li> </ul>	<ul style="list-style-type: none"> <li>Air pollution data will be combined with demographic data to help us prioritise interventions that will have the greatest benefit. We will design interventions to reduce sources of negative air pollution, not divert them.</li> <li>Black, Asian and minority-ethnic residents are also more likely to live on the trunk network, which will make reducing air pollution by limiting through traffic harder to achieve. We will pursue multiple solutions to reducing air pollution.</li> </ul>
	<b>7. Expand vehicle-free space and the wider pedestrian realm</b>	<ul style="list-style-type: none"> <li>Several groups currently rely on cars to undertake their travel needs. These include people with mobility impairment, as well as women and people with young children, who are more likely to make journeys not served by public transport or cycle infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Negative</li> </ul>	<ul style="list-style-type: none"> <li>Expansions of vehicle-free space will not affect the accessibility of locations by car. Where people still do need to use a car to reach their destination, they will still be able to do so.</li> </ul> <p>The expansion of our cycle network will focus on increasing connectivity to destinations across the borough, so people can make the journeys they want to.</p>
	<b>8. Reduce ownership of private cars</b>	<ul style="list-style-type: none"> <li>Only a minority of Southwark's residents own cars. Disabled people, black, Asian and minority ethnic people, women and those from lower income groups are less likely to own a car and drive<sup>6</sup>.</li> </ul> <p>The use of all cars does damage roads over time, requiring Southwark to spend to maintain them in a safe condition.</p>	<ul style="list-style-type: none"> <li>Positive</li> </ul>	<ul style="list-style-type: none"> <li>Reducing the use of private cars within the borough will reduce the spending needed to maintain roads in a usable state. This will allow Southwark to focus on supporting forms of transport a higher proportion of our residents use.</li> </ul>
	<b>9. Expand the shared mobility network</b>	<ul style="list-style-type: none"> <li>The micromobility vehicles offered as part of the current trial are not suitable for those who may have</li> </ul>	<ul style="list-style-type: none"> <li>Neutral</li> </ul>	<ul style="list-style-type: none"> <li>Any permanent infrastructure installed by the council to support micromobility will be vehicle- and provider-agnostic, to allow it to be used</li> </ul>

<sup>4</sup> (Transport for London, 2019)

<sup>5</sup> (Transport for London, 2019)

<sup>6</sup> (Transport for London, 2019)

		balance issues for reasons of age or disability.		by adapted micromobility vehicles in the future.
M5 Transform our streets into social, thriving neighbourhoods	10. Create thriving neighbourhoods with things to see and do and places that encourage a sense of belonging	<ul style="list-style-type: none"> <li>A lack of sense of community can exacerbate existing mental health conditions<sup>7</sup>. It also makes life more difficult for those with who need more supportive care, such as people with young children, old people and people with disabilities. High levels of traffic sever these neighbourhood links.</li> </ul>	<ul style="list-style-type: none"> <li>Positive</li> </ul>	<ul style="list-style-type: none"> <li>New public space should be built with communities and nearby institutions to ensure they become effective neighbourhood centres.</li> </ul>
	11. Make town centres attractive, thriving and diverse places for people, and businesses	<ul style="list-style-type: none"> <li>A need to travel longer distances to reach essential goods makes it harder for those without access to car or the internet to access them. Such people are more likely to older or from lower income groups.</li> </ul>	<ul style="list-style-type: none"> <li>Positive</li> </ul>	<ul style="list-style-type: none"> <li>By supporting thriving town centres, more people will be able to access the goods they need within walking and cycling distance.</li> </ul>
M6 Support sustainable and efficient freight and	12. Support the development of a sustainable freight and servicing supply chain	<ul style="list-style-type: none"> <li>A number of people, including old people and those mobility or mental health issues, may rely on home deliveries to access essential goods, including goods which require special handling, such as medicine and food.</li> </ul>	<ul style="list-style-type: none"> <li>Neutral</li> </ul>	<ul style="list-style-type: none"> <li>More sustainable delivery and servicing methods will be developed to reduce the reliance on motor vehicles. However, while it continues to be necessary, access for delivery vans will remain.</li> </ul>
M7 Safe, clean and comfortable journey experience for all	13. Zero people killed or seriously injured on our streets	<ul style="list-style-type: none"> <li>Young people, old people<sup>8</sup>, disabled people<sup>9</sup>, and black, Asian and minority ethnic groups are more likely to be injured in road accidents.</li> </ul>	<ul style="list-style-type: none"> <li>Positive</li> </ul>	<ul style="list-style-type: none"> <li>Combining accident data with demographic data will allow us to focus interventions where they will have the most benefit.</li> </ul>
	14. Improve personal safety on streets and public spaces	<ul style="list-style-type: none"> <li>Black, Asian and minority-ethnic residents are more likely to be the victims of crime<sup>10</sup>.</li> <li>90% of young adults are concerned about their safety when walking in London<sup>11</sup>.</li> <li>Women and members of the LGBTQ+ community<sup>12</sup> are more likely to experience harassment in public and</li> </ul>	<ul style="list-style-type: none"> <li>Positive</li> </ul>	<ul style="list-style-type: none"> <li>Different people's perception of crime and feelings of safety are different, and no single solution will work in all locations.</li> <li>We need to work with the relevant groups to understand what improvements they need to improve their experience.</li> </ul>

<sup>7</sup> (Mental Health Foundation, n.d.)

<sup>8</sup> (Transport for London, 2019)

<sup>9</sup> (Aldred, 2018)

<sup>10</sup> (London TravelWatch, 2021)

<sup>11</sup> (London TravelWatch, 2021)

<sup>12</sup> (London TravelWatch, 2021)



M8 Places to be		<p>cite feelings of safety as a reason they don't use public transport and don't visit certain areas. This results in missed opportunities, such as being unable to take jobs because of an unsafe journey to work<sup>13</sup>.</p>		
	<p><b>15. Using strong, durable materials and building methods that guarantee a long life but are flexible to change.</b></p>	<ul style="list-style-type: none"> <li>• Uneven and unstable pavements can present a barrier to those with mobility issues, old people and those with young children pushing prams and buggies.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive</li> </ul>	<ul style="list-style-type: none"> <li>• By prioritising interventions in the highest trafficked areas, we can ensure that greatest benefit is achieved as soon as possible. To ensure that residents in lower-priority areas still benefit, we will also ensure that all new pavements built as part of new developments or affected by other transport schemes are (re)built to the same high standard.</li> </ul>
	<p><b>16. A public transport network that is safe, accessible, and reliable for a growing population</b></p>	<ul style="list-style-type: none"> <li>• Women are more likely to use public transport. Women are also more likely to have childcare and household management duties<sup>14</sup>. The current public transport system prioritises radial journeys into central London, which makes to multipoint trips women are more likely to make harder to do.</li> </ul> <p>Lower-income groups are more likely rely on public transport, and more likely to take local and radial journeys to get to work.</p>	<ul style="list-style-type: none"> <li>• Positive</li> </ul>	<ul style="list-style-type: none"> <li>• We will focus interventions designed to improve public transport on making radial and local trips across outer London easier. We will campaign for public transport providers to do the same.</li> </ul>
		<ul style="list-style-type: none"> <li>• Disabled people are more likely to be poorer, yet many are excluded from using public transport due to poor design. This forces them to use the more expensive option of driving.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive</li> </ul>	<ul style="list-style-type: none"> <li>• We need to recognise that poorly-designed public transport supresses a lot of demand from people who would otherwise want to use it. We need to design public transport infrastructure for everyone, not just those that currently use it.</li> </ul>
<p><b>17. Mitigate flood risk</b></p>	<ul style="list-style-type: none"> <li>• Frequent flooding and standing water can make areas more difficult to traverse for people with</li> </ul>	<ul style="list-style-type: none"> <li>• Positive</li> </ul>	<ul style="list-style-type: none"> <li>• We will view flood risk data alongside demographic data to ensure interventions bring the greatest benefit.</li> </ul>	

<sup>13</sup> (London TravelWatch, 2021)

<sup>14</sup> (Transport for London, 2019)

		mobility issues, as well as those with small children.		
	<b>18. Use available space to introduce new greenery and opportunities for biodiversity</b>	<ul style="list-style-type: none"> <li>Lower income groups are less likely to have access to green space. Access to green space and biodiverse areas has a positive effect on mental health.</li> </ul>	<ul style="list-style-type: none"> <li>Positive</li> </ul>	<ul style="list-style-type: none"> <li>By focusing greening in areas with the least greenspace, we can improve the quality of life for local residents while at the same time creating new habitats for wildlife.</li> </ul>
<b>M9 Working together to deliver the Sustainable Transport Strategy</b>	<b>19. Be consistent in our messaging and ensure access to relevant information</b>	<ul style="list-style-type: none"> <li>Older people, lower income groups and those with certain disabilities are less able to access information on the internet. Young LGBTQ+ and people with mental health conditions are more likely to be homeless, and harder to reach by mail.</li> </ul>	<ul style="list-style-type: none"> <li>Negative</li> </ul>	<ul style="list-style-type: none"> <li>We will use multiple streams of messaging to ensure as wide a possible audience. This will include online and by post, but also publicity in Southwark's buildings and events designed to encourage active participation.</li> </ul>
	<b>20. Engage, support, and co-create with communities</b>	<ul style="list-style-type: none"> <li>Certain groups are underrepresented in surveys and consultations, giving a misleading opinion of borough residents' needs.</li> </ul>	<ul style="list-style-type: none"> <li>Positive</li> </ul>	<ul style="list-style-type: none"> <li>Rather than relying alone on passive engagement, we will actively seek out engagement with protected groups to ensure projects are reflective of the needs of all residents.</li> </ul>
	<b>21. Work with schools and young people to deliver the Sustainable Transport Strategy</b>	<ul style="list-style-type: none"> <li>Children and young people tend to be overlooked in engagement and in traditional discourse.</li> </ul>	<ul style="list-style-type: none"> <li>Positive</li> </ul>	<ul style="list-style-type: none"> <li>By actively working with children and young people we can ensure that transport projects reflects their needs.</li> </ul>
	<b>22. Collect and analyse data and stay up to date with new technologies to improve our practices</b>	<ul style="list-style-type: none"> <li>An approach to target disadvantaged and under-represented groups will fail if we don't update our data. Inner London boroughs, such as Southwark, are constantly experiencing demographic change.</li> </ul>	<ul style="list-style-type: none"> <li>Negative</li> </ul>	<ul style="list-style-type: none"> <li>Where possible, data will be automatically updated. Where there are conflicts, the most up-to-date information will be used.</li> </ul>
			<ul style="list-style-type: none"> <li>Data collection methods relying on certain technology may give biased results. Ownership of smart phones, for example, is lower in groups such as the elderly.</li> </ul>	<ul style="list-style-type: none"> <li>Negative</li> </ul>

