



Equalities Analysis Assessment – Sustainable Transport and Parking Improvements Programme

Author	Directorate	Place
Date	Service	Highways and Strategic Transport
1. The activity or decision that this assessment is being undertaken for		
<p>Lewisham Council wants 80 per cent of all journeys to be made by walking, cycling and public transport by 2041. This will help to improve air quality and road safety, reduce noise and congestion, and make neighbourhoods greener, healthier, and more enjoyable places to live, work and play. Reducing car use is critical to playing a part in tackling the climate crisis.</p> <p>The Sustainable Streets programme proposes to make better use of road space and pavements in the borough by installing electric vehicle charging points, cycle hangars, and street trees, as well as improving road safety and ensuring better management of on-street parking.</p> <p>The Sustainable Streets programme will also support Lewisham’s delivery against several borough and London-wide strategies and policies including:</p> <ul style="list-style-type: none">• Lewisham Corporate Strategy 2022-2026• Future Lewisham 2021• Climate Emergency Action Plan 2019• Air Quality Action Plan 2022 – 2027• Transport Strategy and Local Implementation Plan 2019 – 2041• Mayor of London’s Transport Strategy 2018• Mayor of London’s Vision Zero Action Plan 2021• Mayor of London’s Cycling Action Plan 2018• Mayor of London’s Walking Action Plan 2018• London Environment Strategy 2018 <p>The proposals for Sustainable Streets measures in the Deptford area and the Grierson Road and Ravensbourne Park areas in Catford, as noted in the ‘Sustainable Streets – Phase 1 recommendations and next steps’ report reflect feedback and requests from the Lewisham community over recent years. Residents often request resident parking permits to reduce commuters taking up space, as well as significant numbers of requests for EV charging bays and cycle hangars. At current, these measures cannot be introduced at the rate at which they are requested due to limited funding available.</p>		

This EAA will feed into the Mayor and Cabinet Report on the Sustainable Transport and Parking Improvements Programme on the 19th July 2023.

2. The protected characteristics or other equalities factors potentially impacted by this decision

<input checked="" type="checkbox"/> Age	<input checked="" type="checkbox"/> Ethnicity/Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Language spoken	<input type="checkbox"/> Other, please define:
<input type="checkbox"/> Gender/Sex	<input type="checkbox"/> Gender identity	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Household type	
<input checked="" type="checkbox"/> Income	<input checked="" type="checkbox"/> Carer status	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Socio Economic	
<input type="checkbox"/> Marriage and Civil Partnership	<input type="checkbox"/> Pregnancy and Maternity	<input type="checkbox"/> Refugee/Migrant/Asylum seeker	<input checked="" type="checkbox"/> Health & Social Care	
<input type="checkbox"/> Nationality	<input type="checkbox"/> Employment	<input type="checkbox"/> Veterans or reservists		

Most groups will have a positive or neutral impact overall as the improvements will help deliver environmental, health and road safety benefits to all residents and visitors to the area.

It is recognised that for some protected groups that must take journeys by motor vehicle, they will be disproportionately negatively impacted. A number of these will be mitigated however by exemptions for blue badge holders, carer permits, availability of visitor permits, discounted resident and business permits in year one and emissions-based permit pricing.

Protected Characteristics and Lewisham’s equality objectives are fully analysed in section 5 – impact summary.

3. The evidence to support the analysis

From 17th January to 5th March 2023, the London Borough of Lewisham delivered a consultation with residents, businesses, and relevant community organisations on Phase 1 of the Sustainable Streets programme. This programme was developed as per Section 4 of the ‘Sustainable Streets – Phase 1 recommendations and next steps’ report.

The Sustainable Streets programme aims to promote a transition towards more sustainable modes of travel. The proposals put forward a package of measures, which included:

- Electric vehicle charging points
- Cycle hangars
- Double yellow lines at all junctions to improve road safety
- Tree planting
- Car clubs
- Permit parking for residents and businesses

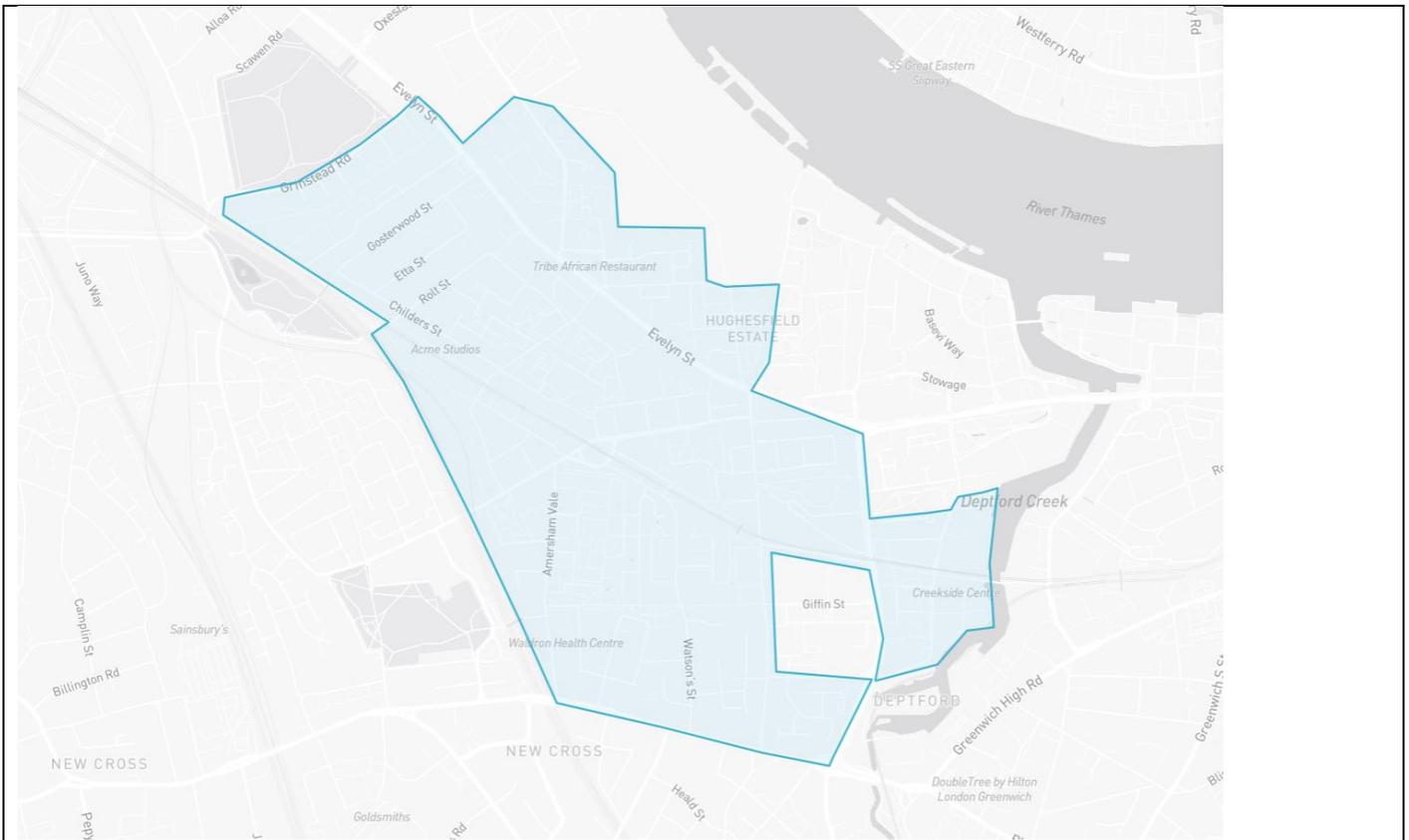
Inclusive communications and engagement

All of the consultation and engagement activities helped shape the development of a robust Equality Impact Assessment (EqIA), demonstrating LBL's compliance with their Public Sector Equality Duty (PSED). Stakeholder and community insights can ensure the EqIA identifies where members of the community may be disproportionately impacted, determine appropriate mitigations, and ensure decision-making processes are more inclusive.

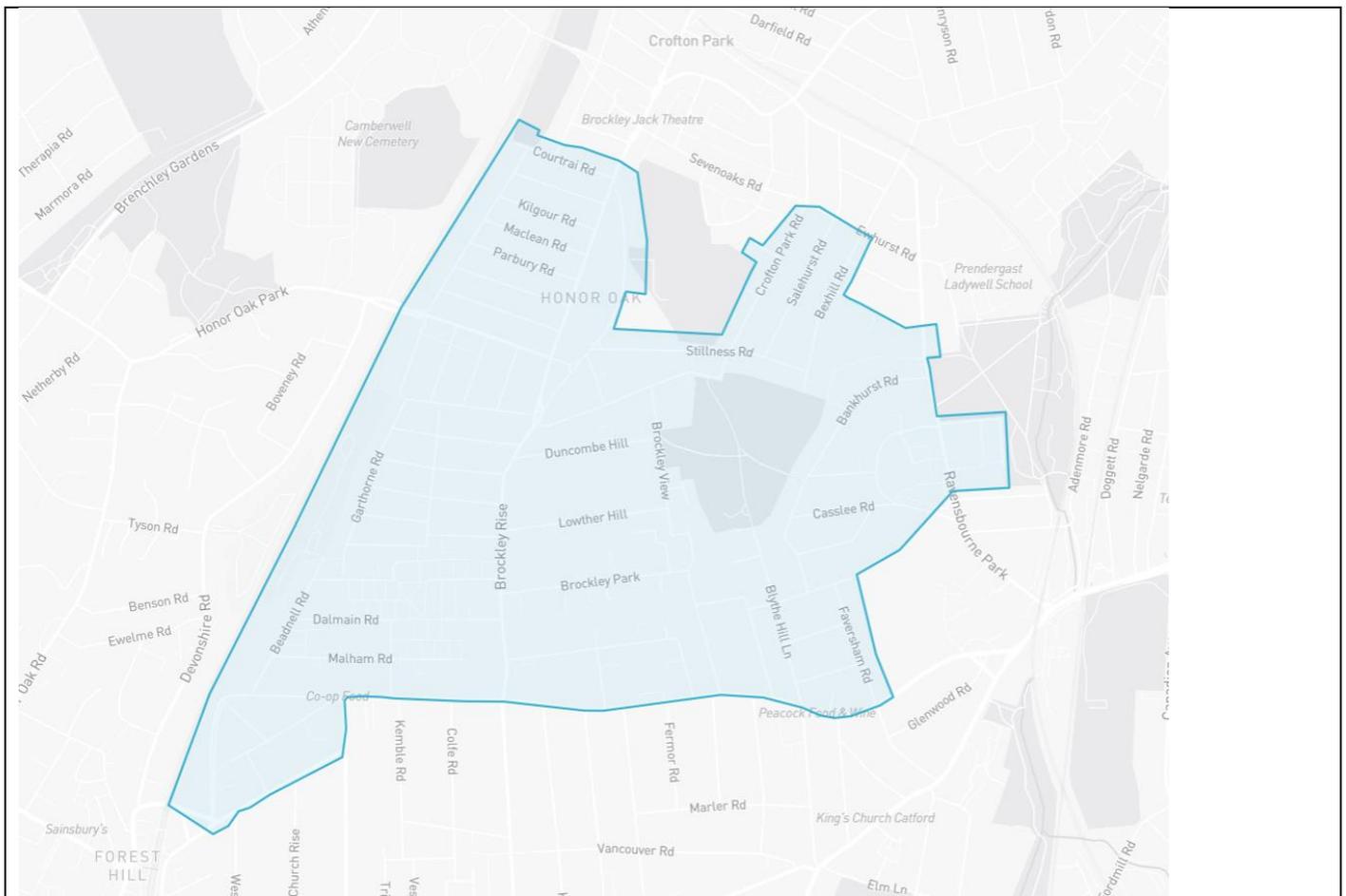
We endeavoured to mitigate against all barriers to participation to encourage and enable everyone in the community to participate. Some ways we did this included:

- Actively monitoring participation demographics and identify ways to encourage participation among less represented people/groups.
- Worked with groups like AgeUK, carer networks and local mobility forums to engage with older and disabled people, and ensure this engagement met accessibility standards.
- Engaged with established forums to connect with people in ways they are already active and comfortable with, reducing reliance on them to engage with less familiar or trusted channels – like Places of Worship and community groups.
- Translated materials into languages other than English where appropriate.
- Made it as easy as possible for people who are time poor to participate, by going to where they are likely to be – schools, markets, and transport hubs.
- Ensure there isn't an overreliance on digital/social media participation to reduce the risk of digital exclusion.

The consultation area in Deptford included areas east of the train tracks, Creekside, and areas north of Evelyn Street from Dragoon Road to Watergate Street. A portion of roads near the Deptford Lounge Library was excluded, as parking restrictions are already in place.



The consultation area in Catford and Crofton Park (henceforth referred to as Catford) covers the area from the east of the railway line up to Ravensbourne Park to the west. To the north all roads are covered up to Courtrai Road in the north-west and Ewhurst Road in the north-east, while the south bordering roads are Stanstead Road and Waldram Park Road.



Consultation programme

The consultation programme was designed to understand public opinion on proposed concept designs and ensure local feedback was considered as a part of the decision-making process. By incorporating feedback gathered during the consultation, changes, and recommendations can be re-designed to reflect the local priorities and needs but also mitigate any potential negative impacts of the proposals that might impact adversely only residents with particular protected characteristics.

Consultation survey

A consultation survey was the formal method used to capture feedback on the proposals. The consultation survey was embedded on the project webpage and linked directly via QR codes on consultation materials (leaflet, lampposts, roll banner).

Hardcopy versions were available on request via the phone service, and available to pick-up from Deptford Lounge Library or Ackroyd Community Centre, as well as complete directly with residents and businesses during door-knocking and pop-up sessions.

A total of 4136 survey responses were received for the overall programme of proposed measures.

- 3897 surveys were completed online during the consultation period.
- 239 hard-copy surveys were entered into the final dataset.

Virtual stakeholder briefings

We reached out to key stakeholder groups during the engagement, including interest groups within Lewisham and those who are potentially impacted by the proposals or representative of communities, such as local businesses, schools, and churches.

Two stakeholder meetings lasting 1.5 hours were hosted on Microsoft Teams:

- Tuesday 10th January 2023, 6.30 – 8.00 pm
- Wednesday 11th January 2023, 12.30pm – 2pm

Sustainable Streets Virtual Meeting: 10th January 2023

Seven stakeholder groups confirmed their attendance for this meeting, with two tentative, however out of these sign-ups only four stakeholders attended. The following stakeholders were present at the meeting:

- Lewisham Cyclist Campaign
- Deptford Police, Evelyn Ward
- Lewisham Foodbank
- Living Streets

Sustainable Streets Virtual Meeting: 11th January 2023

18 stakeholder groups confirmed their attendance for this meeting, with two stakeholders a 'maybe'. In total, 20 attended the session with some stakeholders attending despite not responding to confirm. The following stakeholders were present:

- Ackroyd Centre
- Tidemill Academy
- Creekside Centre
- Freedom for Drivers
- Medicos Pharmacy
- St Saviours Church
- Art Hub in Deptford
- Prendergast Ladywell School
- St William of York School
- Creekside Centre
- Living Streets
- Grinling Gibbons Primary School
- Street Trees for Living
- Federation of Small Businesses
- Wavelengths Leisure Centre
- Addey & Stanhope School
- Lewisham Pensioners Forum
- Lewisham Homes

Pop-up sessions

Ten face-to-face pop-up sessions were held throughout the consultation period. Five in the proposed Catford area and five in the proposed Deptford area.

Pop-up sessions were communicated as an opportunity for people to drop in any time and ask any questions about the consultation or complete the survey.

Below is an overview of each pop-up session in Catford including an estimation of the number of attendees.

- St William of York Primary School – Friday 3rd Feb, 14:30 – 16:30
 - 60 – 75 people in attendance

- Ackroyd Community Centre – Sunday 5th Feb, 12:00 – 14:00
 - 100 – 150 people in attendance
- Saint Hilda’s Church – Tuesday 7th Feb, 14:15 – 16:15*
 - 50 – 60 people in attendance
- Saint Hilda’s Church – Wednesday 8th Feb, 16:30 – 18:30*
 - 60 people in attendance
- St Saviours Church – Friday 17th Feb, 10:30 – 12:30
 - 50 – 60 people in attendance

* These pop-up sessions were originally scheduled at Stillness Primary School and Honor Oak Park Station, but were relocated to Saint Hilda’s Church due to concerns about the venue capacity and security. Signposts were placed at both locations to redirect all participants.

Below is an overview of each pop-up session in Deptford including an estimation of the number of attendees and the general sentiment.

- Grinling Gibbons Primary School – Tuesday 31st Jan, 14:30-16:30
 - 10 – 15 attendees
- Deptford Market Yard – Saturday 4th Feb, 10:30-12:30
 - 10-15 attendees
- Deptford Library – Thursday 9th Feb, 16:30 – 18:30
 - 20-25 attendees
- Deptford Library – Saturday 11th Feb, 11:00 – 13:00
 - 30-35 attendees
- Deptford Market Yard – Thursday 16th Feb, 12:30 – 14:30
 - 25 attendees

Business site visits

In the second week of the consultation, businesses were visited to check if leaflets had been received and to encourage them to complete the business section of the survey.

In Catford

- We spoke with 20 businesses on Brockley Rise and Stanstead Road and 11 businesses (55%) were aware of the consultation.
- Many businesses shared concerns about the parking elements of the scheme potentially deterring customers away from their business.

In Deptford:

- We spoke with 27 businesses on Deptford High Street and 13 businesses (48%) were aware of the consultation.
- Many felt temporary parking for up to 30 minutes would suit the needs of customers. However, some businesses were concerned it would affect trade.
- Some businesses were concerned that staff could be affected as they park in nearby roads affected by the proposals.

In instances where businesses were not available to speak during our visit, information about the consultation, including a link to the website, was left with them.

Door knocking

Weekly monitoring of the survey responses allowed LBL to observe consultation response rates, including areas with low or no responses.

Door-to-door visits were carried out on the 28th February in Catford and 1st March in Deptford in areas with low response rates. The outcomes of these door-knocking sessions are summarised below.

Catford	No. of Doors Knocked	Access	
		Yes	No
Grierson Road	38	17	21
Beumaris Mews	5	2	3
Gabriel St	2	0	2
Ballina St	23	7	16
Sienna Place	5	1	4
Honor Oak Park	4	1	3
Blythe Hill Lane	33	5	28
Blythe Close	13	1	12
Total	123	34	89

Deptford	No. of Doors Knocked	Access	
		Yes	No
Diana Close	6	3	3
Staunton Road	4	2	2
Walnut Close	10	3	7
Watson Street	22	7	15
Beach Close	9	3	6
Baildon Street	4	4	0
Edward Street	18	6	12
Grinling Place	4	2	2
Czar Street	19	6	13
Dacca Street	19	16	3
Mornington Rd	8	3	5
Stanley St	7	2	5
Turnpike Close	23	7	16
Napier Close	22	10	12
Reginald Rd	51	17	34
Bronze Street	1	0	1
Creekside	1	0	1
Total	228	91	137

Dedicated project web page

A dedicated webpage built on PCL Engagement Hub included:

- The online survey

- The local street plans downloadable as a PDF document
- Dates and times of all pop-up sessions throughout Catford and Deptford
- Before and after visualisations featuring Etta Street and Lessing Street
- A downloadable frequently asked questions document about the proposals and consultation
- Link to Lewisham’s Parking website to find out eligibility of permit for certain groups and permit cost calculator.
- Contact email address for consultation queries.

Leaflet and lamppost wraps

Distribution of leaflets to all properties in the consultation areas were an important way of increasing awareness. The six-page leaflet contained key information about the proposals, customised maps of proposals on their street and information about how to participate.

Details regarding the pop-up sessions were included in the leaflet, as well as a URL and a QR code that linked directly to the survey. Throughout the consultation period, the QR code on the leaflet was scanned a total of 1348 times.

Posters were placed at both ends of every street in the consultation areas in both Catford and Deptford. These contained information about the pop-up sessions and a QR code link to the survey.

Press release

A press release was published on the launch day of the consultation on Lewisham Council's website informing residents of the consultation. The press release contained a link to PCL's engagement hub website to register feedback.

Social media

Social media posts were accompanied with and regularly scheduled from LBL's Twitter and Facebook accounts. A general-purpose animation about Sustainable Streets for Lewisham was also published as part of the consultation.

4. The analysis

Key analysis findings for Deptford

Overall proposals

- Aspects of the programme such as disabled parking bays, safer junctions and trees/planting received a high level of support.
- Many respondents in Deptford were also in favour of more walking and cycling infrastructure.

Participant profile

- A total of 663 respondents responded to the surveys, comprising 545 unique households. A total of 12120 properties received copies of the consultation materials generating a response rate of 5.5%.
- There was almost an even split between men and women, and White British people were most likely to respond compared with other ethnicities. Most respondents were aged in their 30s.
- This correlates with the most recent Deptford Ward Profile which reported 50.3% of residents were male and 49.7% as female (unfortunately ONS population statistics do not include estimates for nonbinary gender identities). The Deptford Ward Profile also reported an average age of 34.

Car-free developments

- The majority of areas with high levels of opposition to residents permit parking corresponded with car-free developments. This included:
 - Moulding Lane / Childers Street
 - Cofferdam Way area

Cycle parking

- Many respondents stated they were happy to see increased cycle storage, however some respondents also raised concerns regarding the placement of cycle storage.

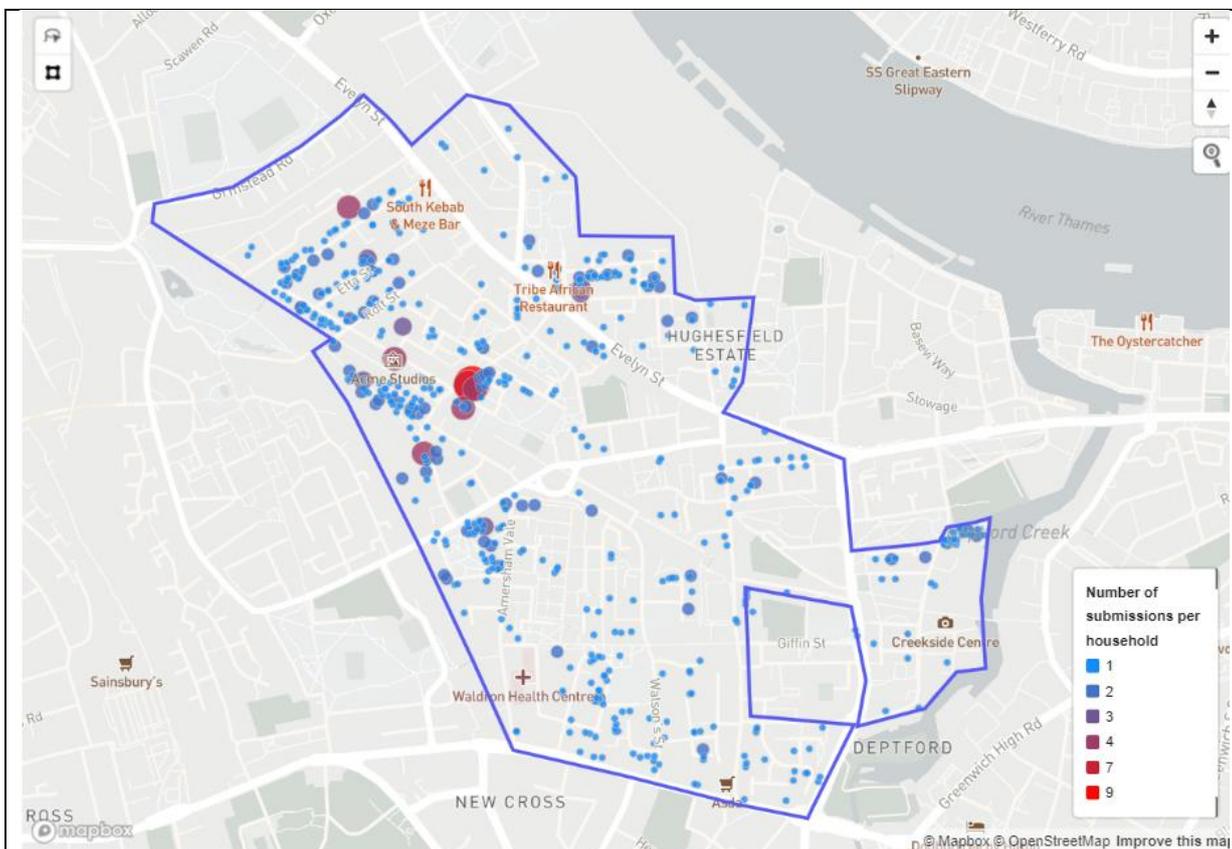
Parking charges

- The costs associated with parking permits for residents and visitors were highlighted as a concern by a number of respondents.

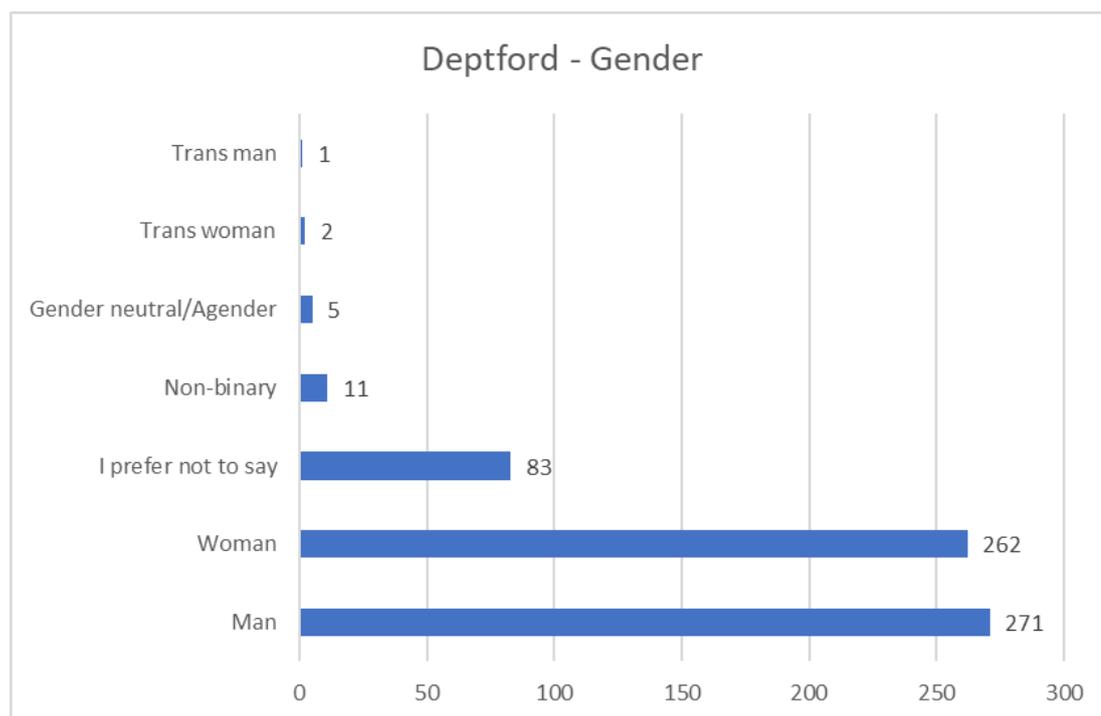
Analysis of Deptford consultation responses

The map below shows the geographical distribution of household responses in Deptford. Multiple submissions were often made from the same household (i.e. family members), these households have been visualised as bigger circles with contrasting colours.

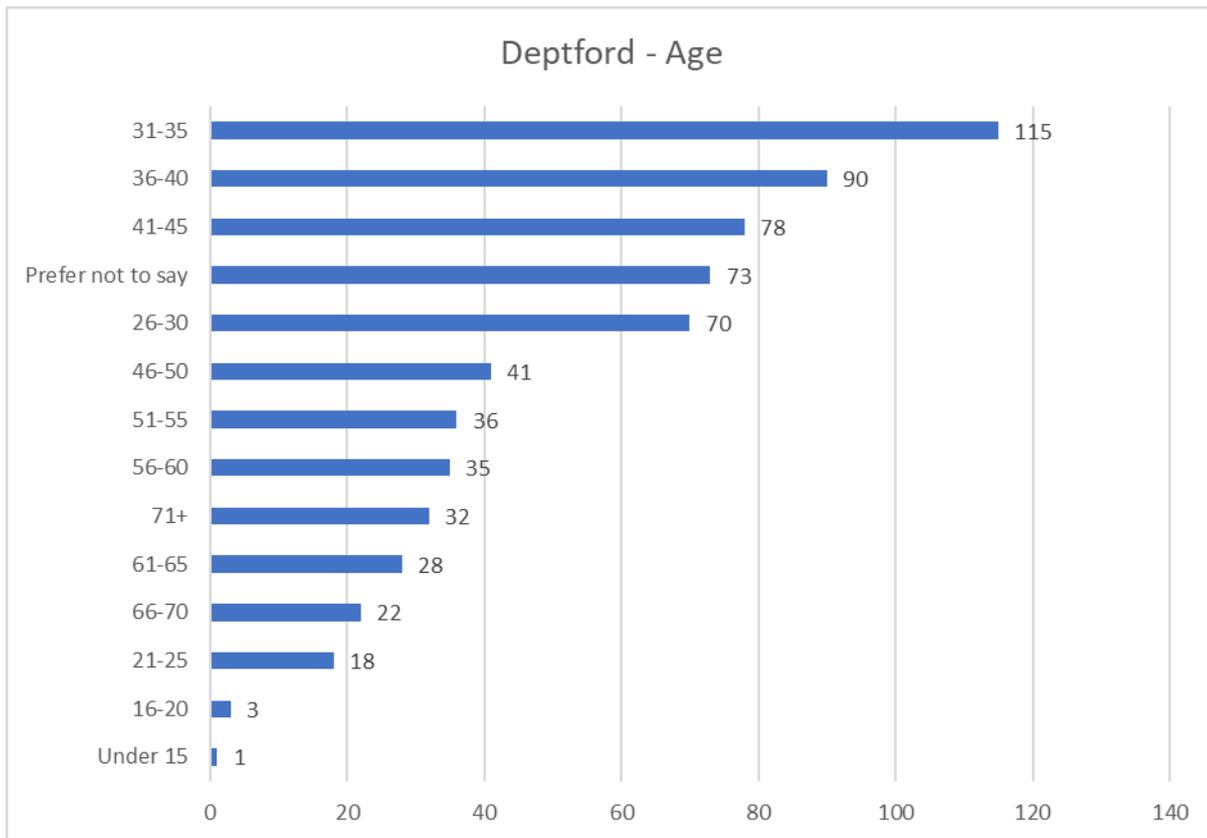
A large portion of responses were made from north-west of the consultation area from places such as Gosterwood Street and Etta Street. The response rate in other areas of Deptford was irregular.



Gender, Age and Ethnicity

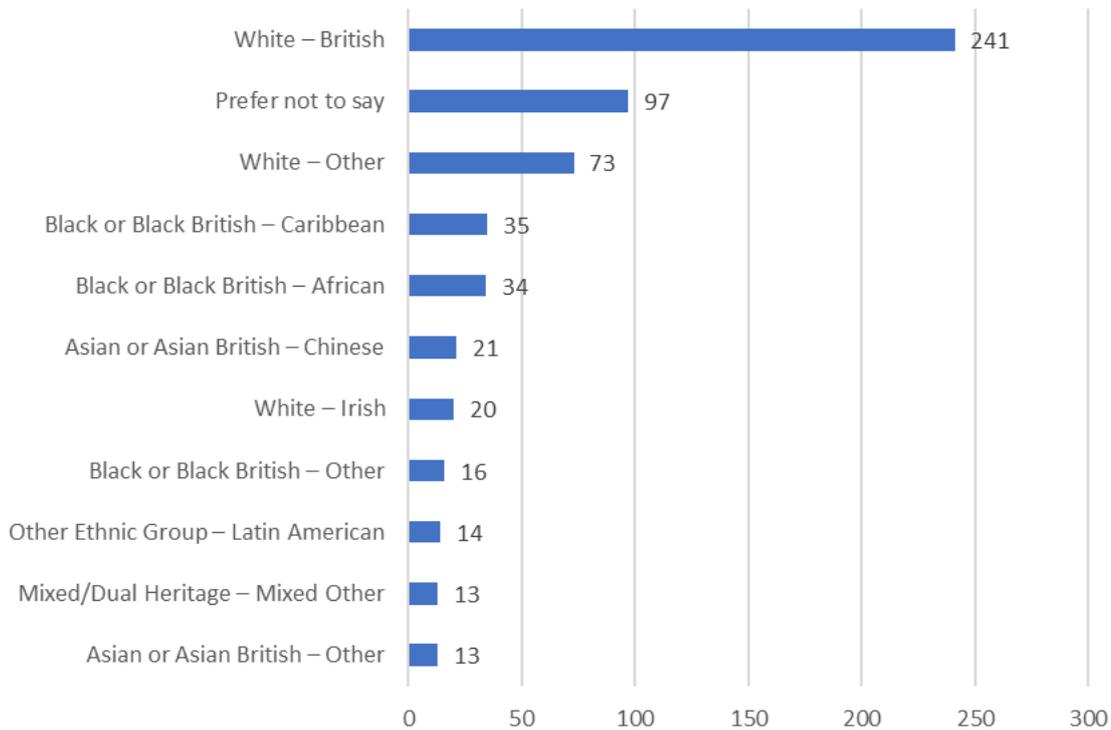


The gender differences were almost identical with men slightly outnumbering women. A considerable number of respondents chose I prefer not to say, while tiny minorities identified as non-binary, gender neutral or trans.



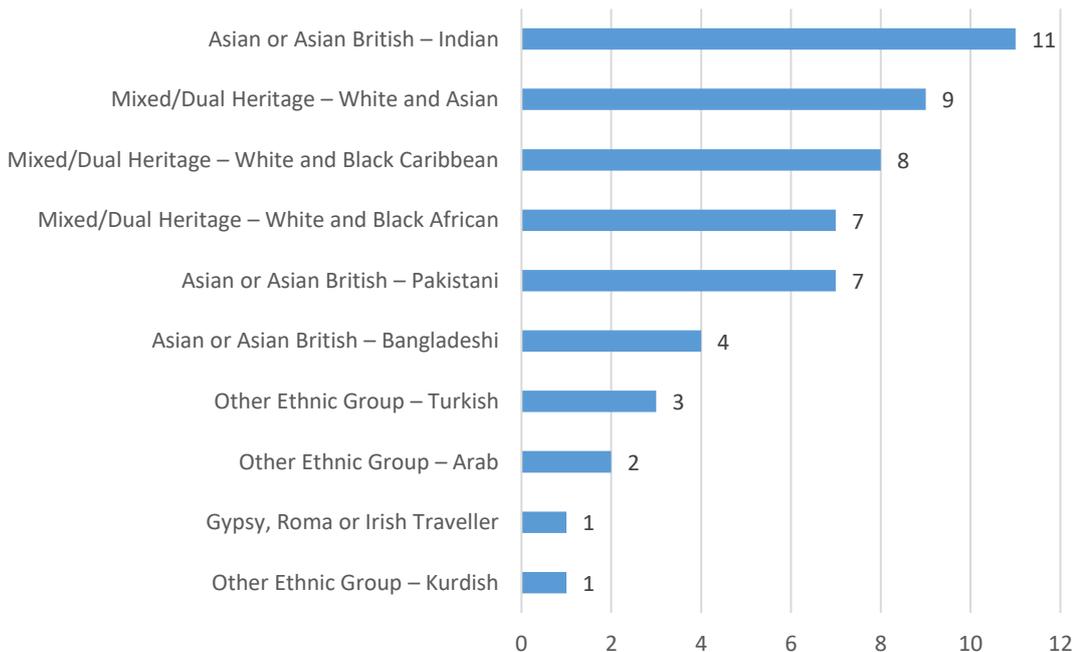
Those aged in their 30s formed the biggest age groups responding to the survey. This was followed by people in their late 20s (26-30) and 40s which formed a large segment of the responses.

Deptford - Ethnicity (major ethnicities)



White British outnumbered all other ethnicities by a large margin in those who responded, followed by White - Other. A significant number of respondents again said they preferred not to state an answer. White - British made up 42% of all respondents, a considerably higher margin than the Deptford Ward Profile which reported 26% of Deptford residents as having an ethnicity of White British.

Deptford - Ethnicity (minor ethnicities)

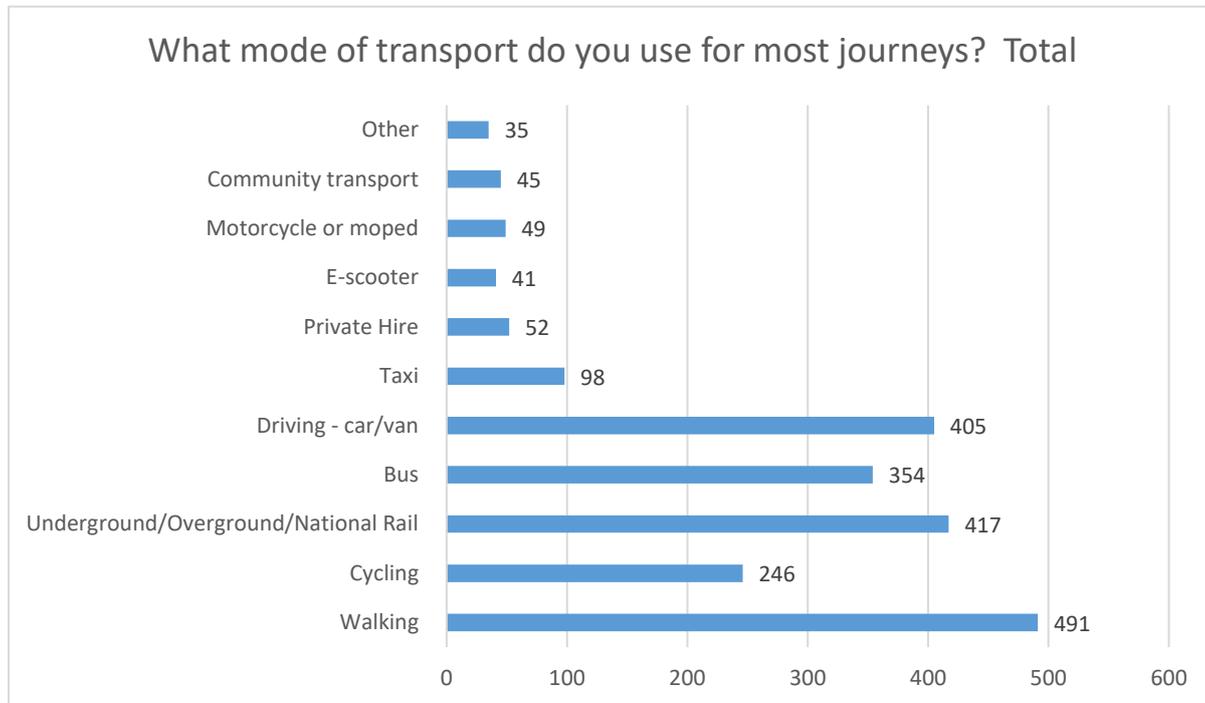


Although the consultation responses reveal the levels of representation of different genders and ethnicities amongst respondents the impact on those characteristics by the measures remains

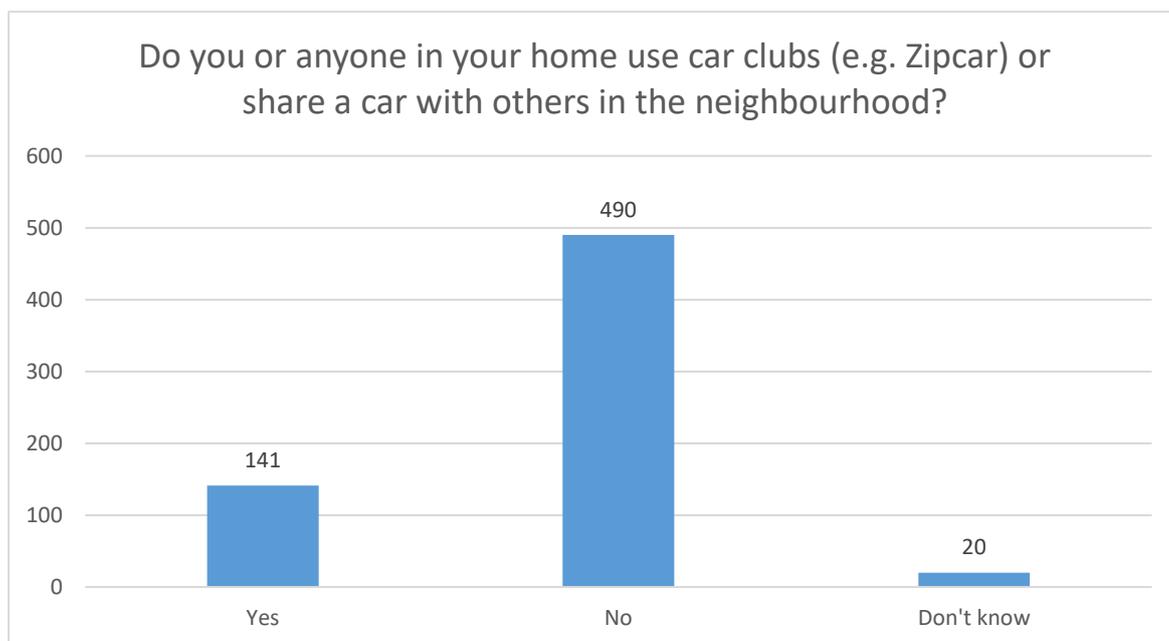
neutral. There is the potential for a negative impact on those who classified themselves in the 66 – 70 and over 71 age groups, and the potential for positive impacts on those from the younger age classifications.

Transport choices

The chart below has tallied the number of people who selected that they used each mode of travel as one of their top three preferences.



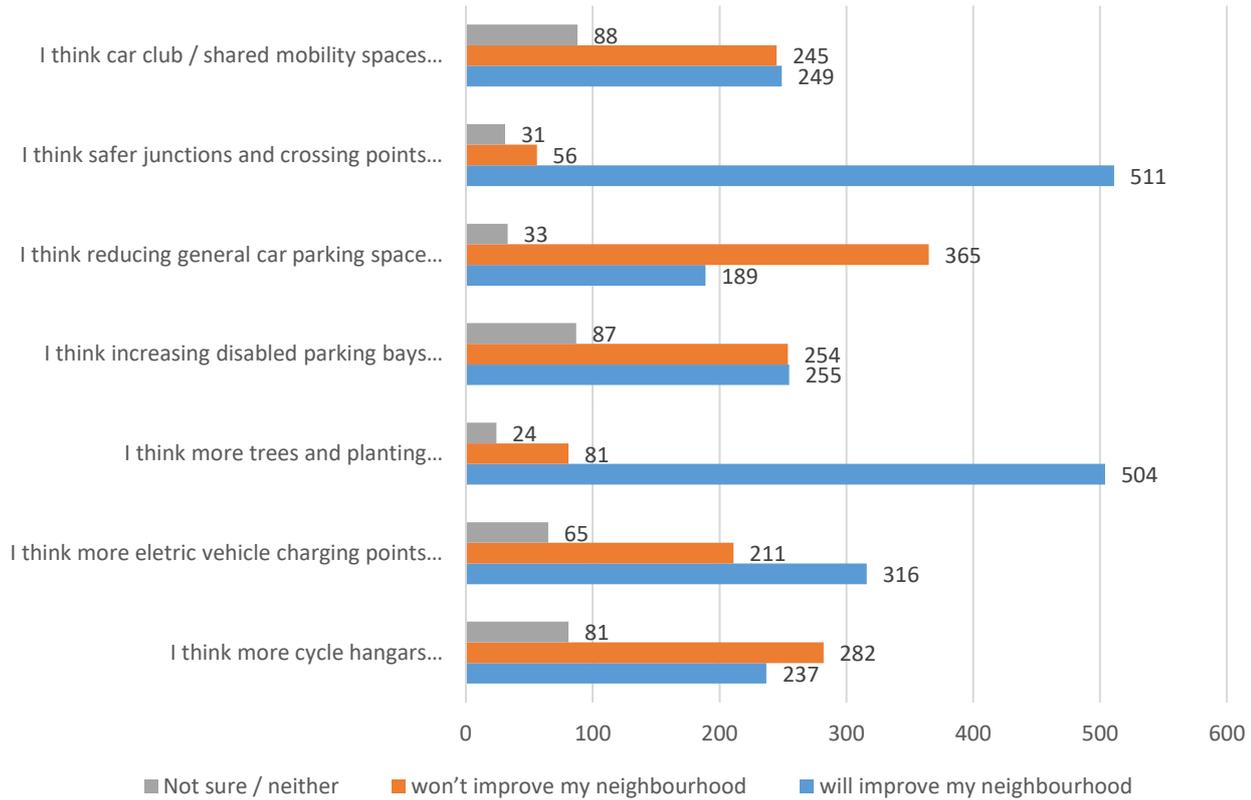
Most people in Deptford said they walk, while a considerable amount of people also said they drive and use bus and rail services. Cycling was also a fairly common form of transport.



The above asked all respondents about car-sharing habits and if anyone in their household makes use of car-clubs. A total of 651 people answered this question.

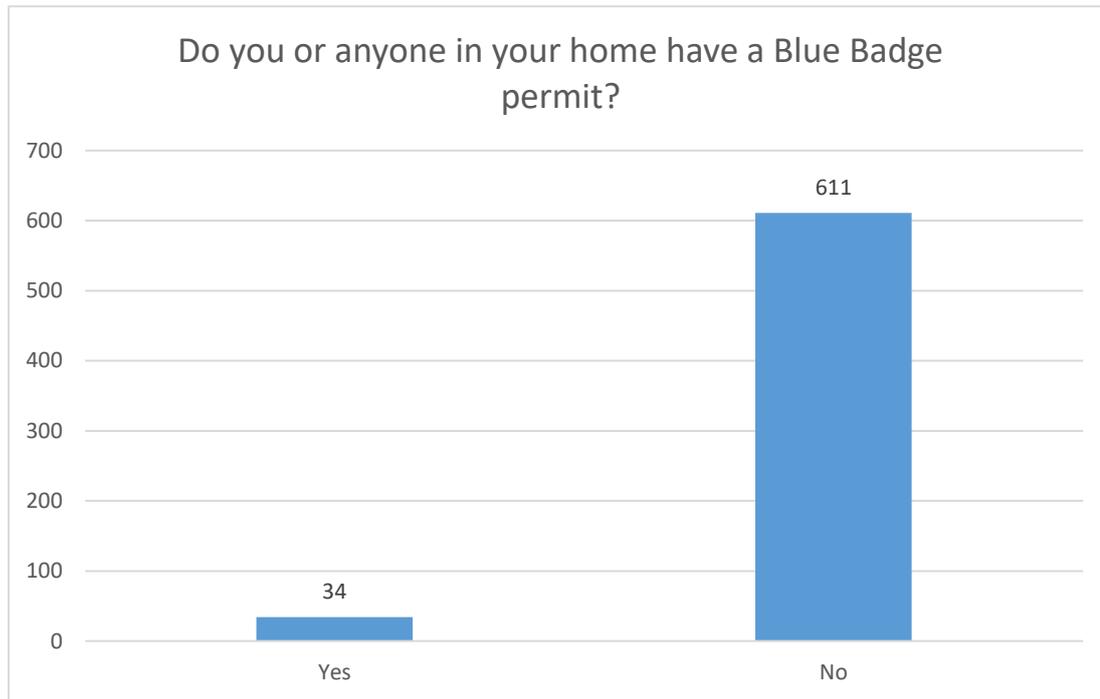
Support for proposals

Please tell us how you feel about the following statements

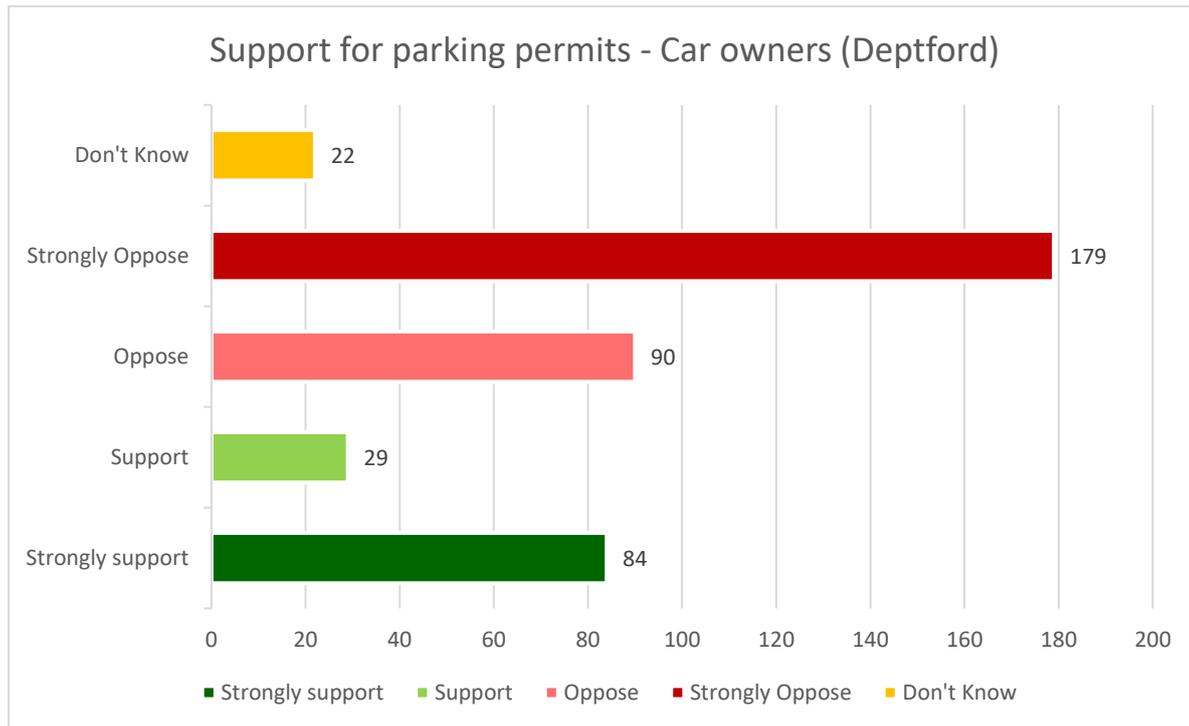


Most statements tended to have mixed responses, with cycle hangars, car clubs, disabled parking bays generating similar levels of support and opposition. EV chargepoints, trees and planting, alongside safer crossings and crossing points had a high-level positive sentiment, while reduction to general car parking spaces had a high level of negative sentiments.

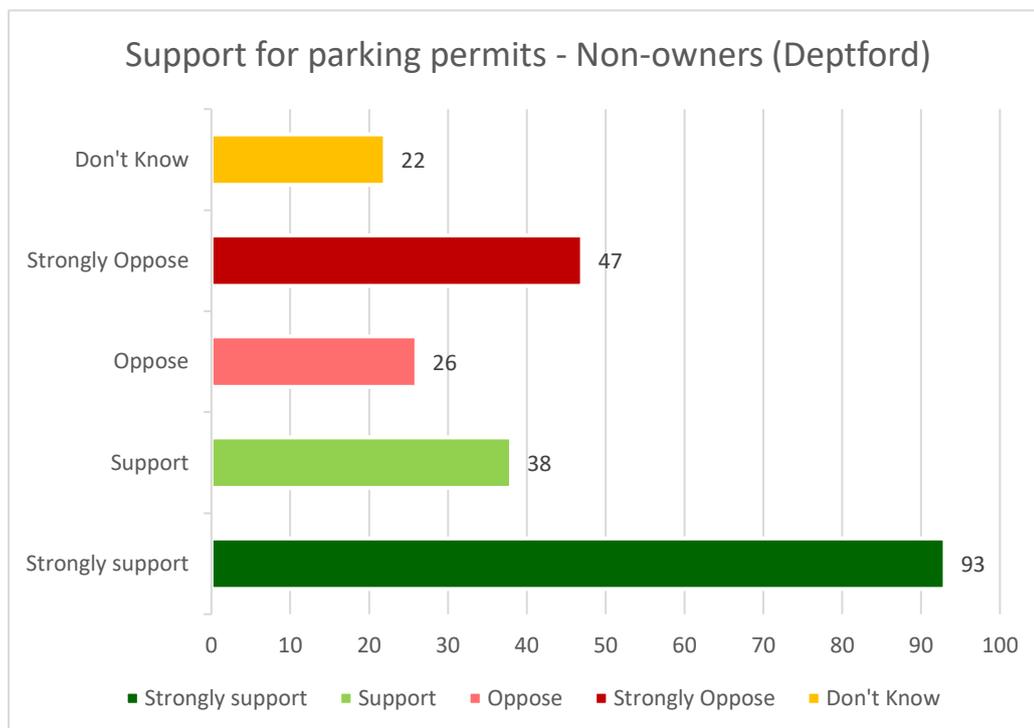
This question asked respondents whether they or anyone else in their household have a blue badge permit. A total of 645 people answered this question. A separate question was asked as to whether the respondent considered themselves to have a disability. This question received 609 responses with 87 (14%) responding yes. There is the potential for the proposals to have a negative impact on this particular group.



The following section shows a comparison of support for parking permits between respondents who own a car and do not own a car.



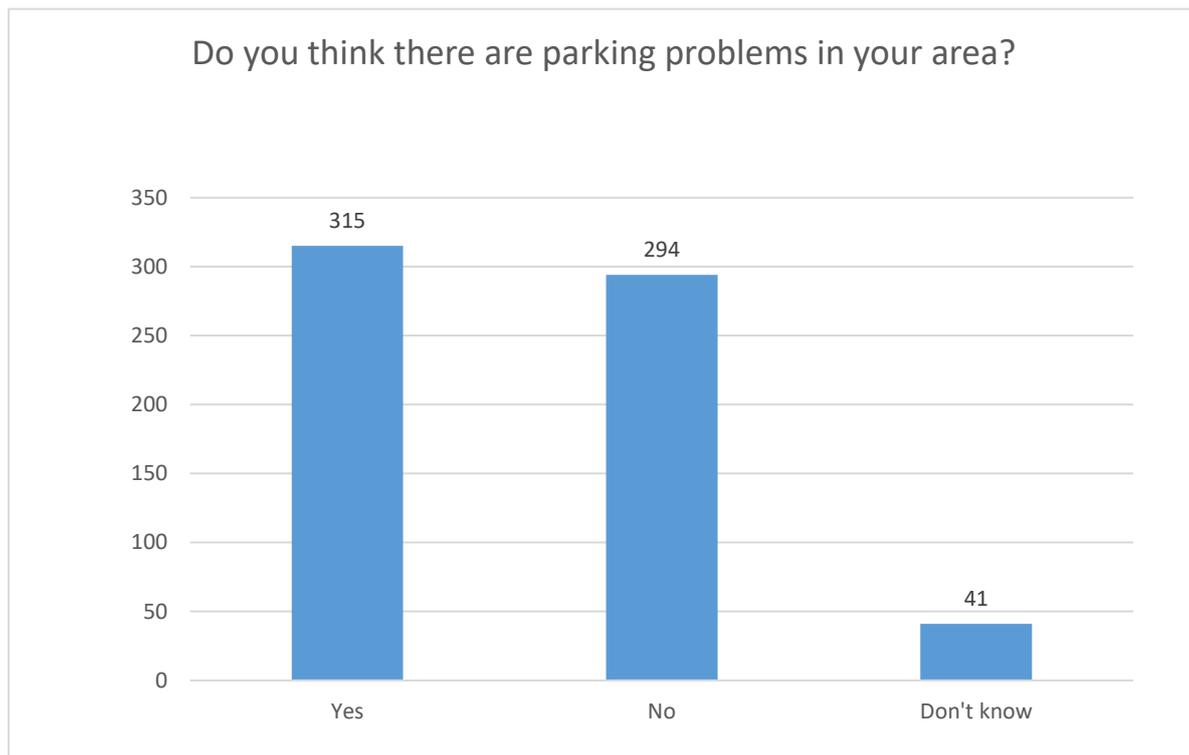
Most car owners said they were opposed to the introduction of parking permits, with just over a quarter of car owners supporting the proposals for parking permits.



Most non-car owners (57%) expressed support for the proposals. Those from a lower income household are less likely to own a car. There is therefore the potential for the proposals to have a positive impact on those from a lower income household.

Parking problems

This question asked respondents if they thought there were parking problems in their area where they live. A follow-up question specifying type of problem was conditional based on if they selected yes to this question. A total of 650 people answered this question.



Those respondents who said they experienced parking problems were presented with a list of parking issues and asked to indicate if they experienced them in their area.



48% of respondents indicated that they did experience parking problems with 45% stating they did not. The proposals would enable most residents to park closer to their property with less need for residents to drive further to look for available parking spaces. The proposals therefore

have the potential for a positive impact on all residents who own a vehicle, potentially reducing some stress and improving mental health.

Key analysis findings for Catford

Overall proposals

- A high number of respondents were in opposition to proposals which involve reduction in parking spaces and require permits for residents and charges for visitors.
- There was strong support for EV charging infrastructure and comments regarding the rollout of this infrastructure being necessary to increase adoption of EVs.
- Other aspects of the proposals such as trees and planting, as well as safer junctions were supported.
- Frustration was expressed during face-to-face pop-up sessions, where the primary concern reported were the financial impacts on visitors and residents.
- A high rate of opposition for the introduction of parking permits was evident in almost every street in this area, with exceptions to this in parts of Grierson Road, all of Ballina Street, likely due to the proximity of the railway station, and a cluster of streets near Ravensbourne Park. These areas fall within the Crofton Park and Rushey Green Wards.

Participant profile

- A total of 2,028 respondents responded to the surveys, comprising 1,555 unique households. A total of 9741 properties received copies of the consultation materials generating a response rate of 20.8%
- Women and those aged in their 30s and 40s were more likely to respond, and White British people were the highest responding ethnicity.
- The most recent Crofton Park Ward Profile reported 51.3% of residents identify as female and 48.7% as male. The Crofton Park Ward Profile also reported an average age of 36.
- The most recent Rushey Green Ward Profile reported 48.6% of the population identify as female, and 51.4% as male. The Rushey Green Ward Profile also reported an average age of 35.

Support for parking permits on Grierson Road, Ballina Street and Ravensbourne Park

- The southern and northern sections of Grierson Road nearest the train station, had support for parking permits. This was mainly due to commuter parking.
- Nearby Ballina Street also had strong support
- There was also a pocket of support around Ravensbourne Park and Ravensbourne Park Crescent
- The recommendation is that the full package of measures be implemented in these areas only, however the double yellow line junction protection markings still be implemented across the Catford consultation area

Visitor parking

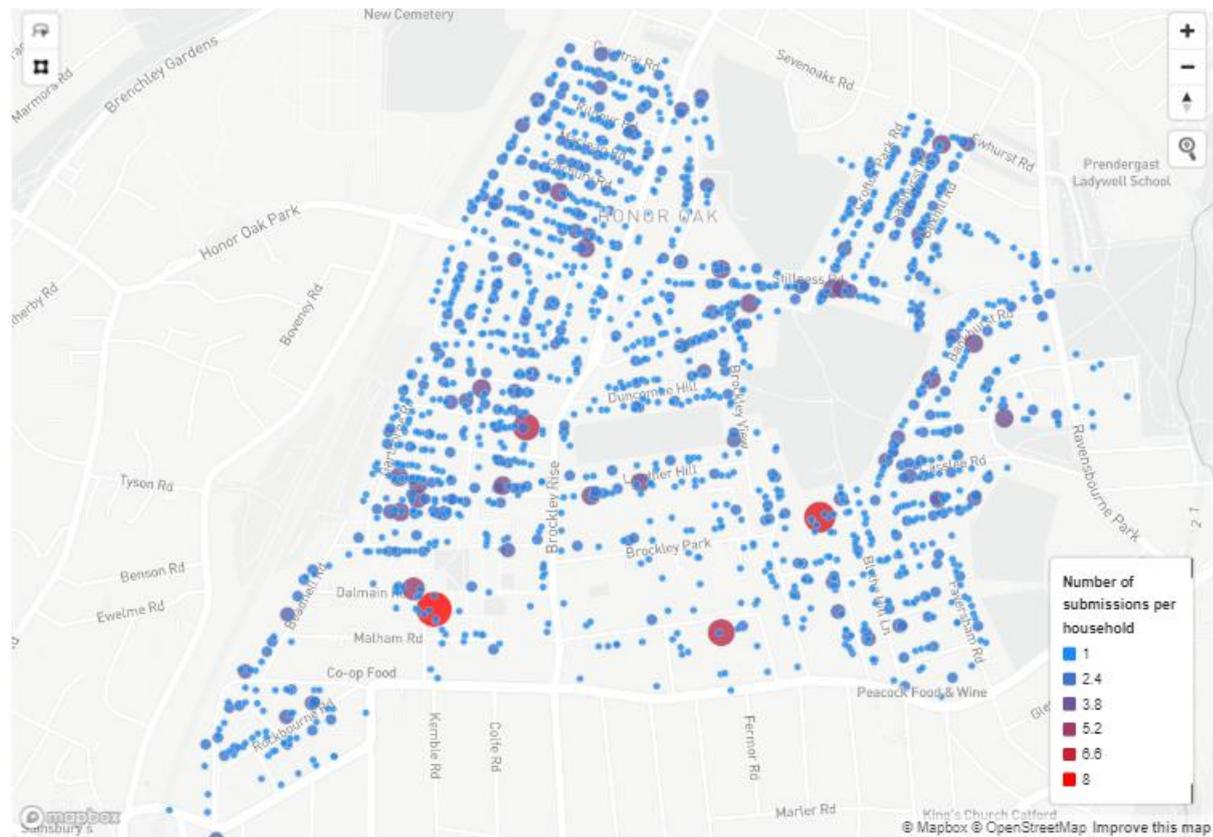
- One of the most common concerns raised in Catford was a perception that family and friends would not be able to visit the residents of Catford. This concern was particularly prevalent among elderly and disabled residents, some of whom mentioned requiring additional care.
- The cost for visitor permits was criticised by many respondents.
- The one-hour length of visitor passes was also criticised as being too short.

Concerns about parking displacement

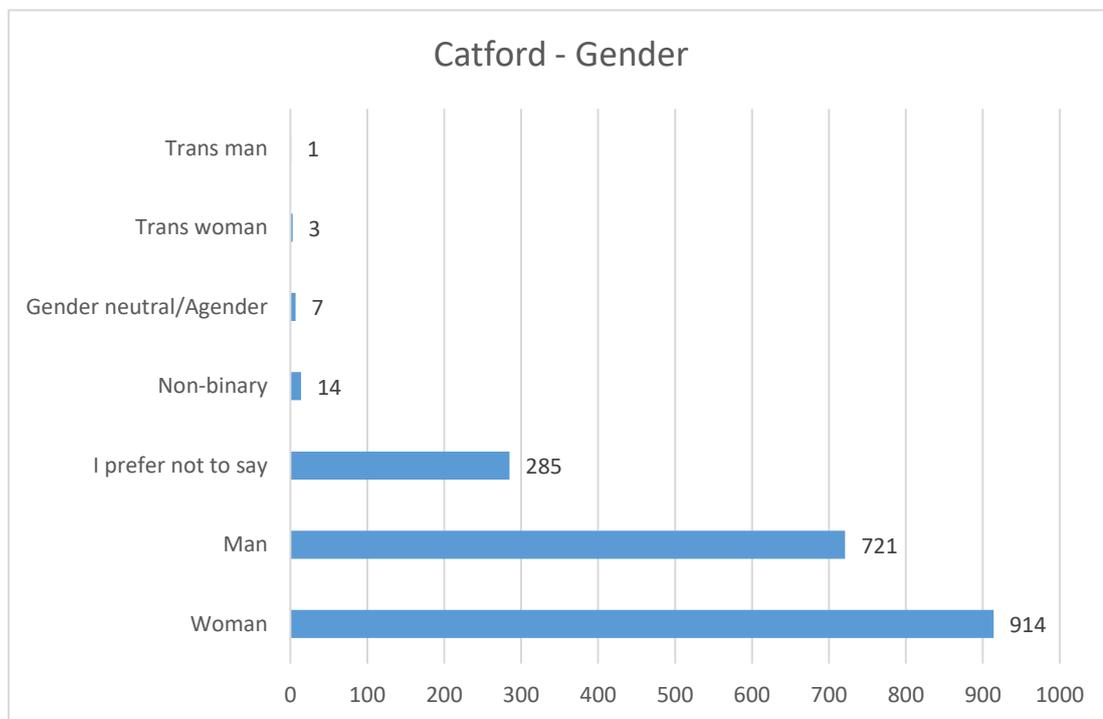
- Many respondents were concerned it would lead to reduction in parking spaces and cause additional parking pressure on their own road and other roads nearby.

Analysis of Catford consultation responses

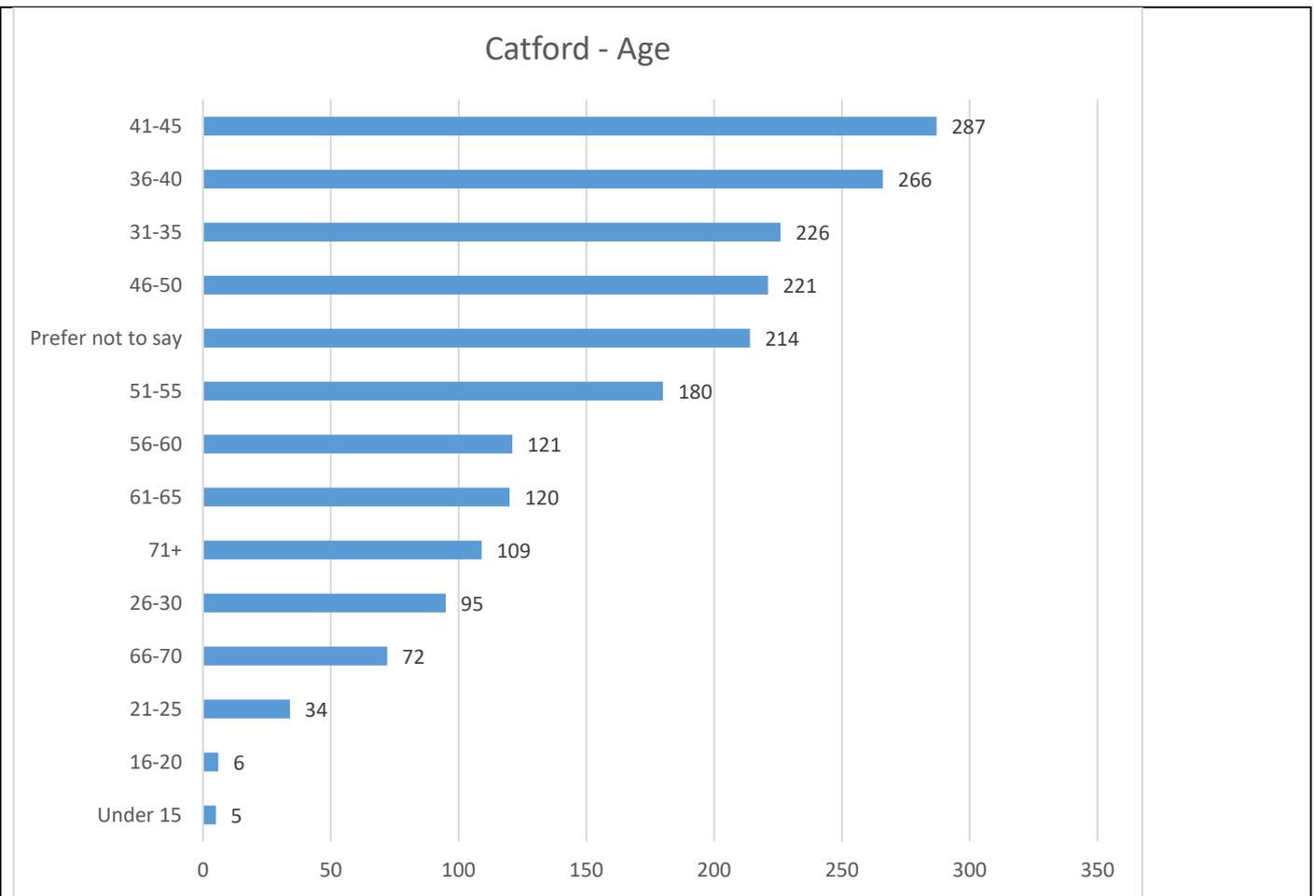
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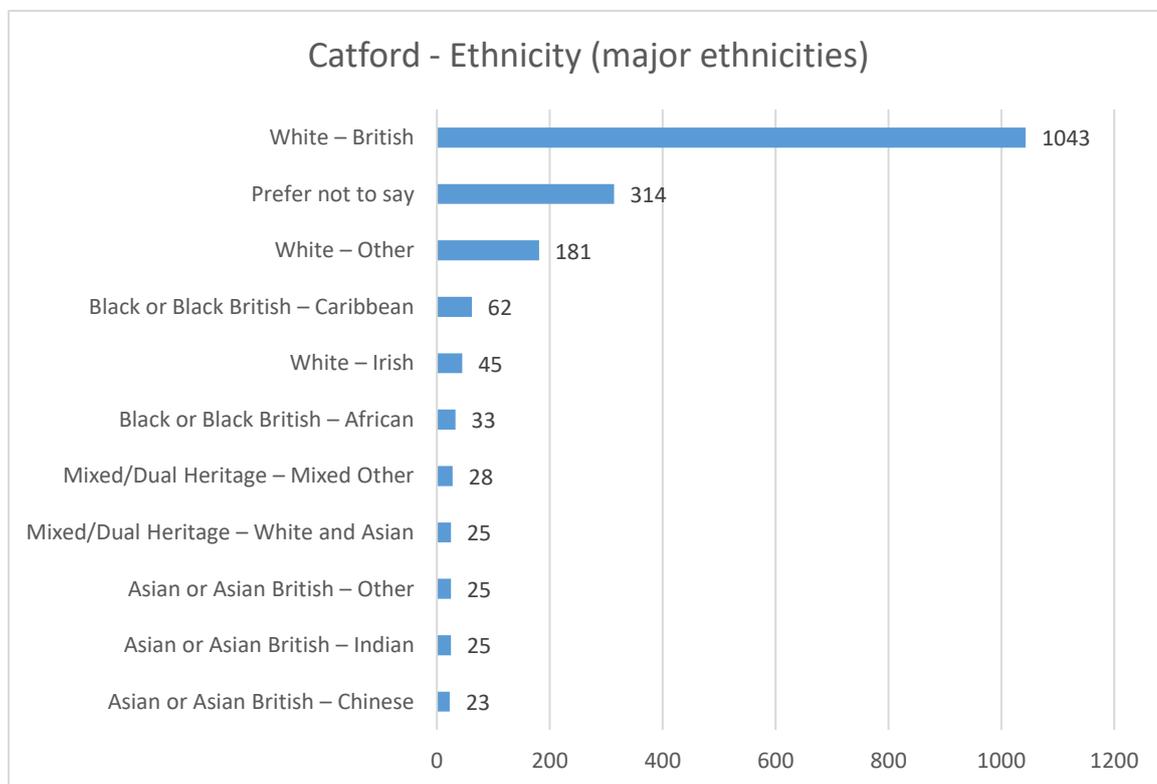
Gender, Age and Ethnicity



Women outnumbered men in terms of responses with about 10% more women responding. A significant number of people preferred not to say.

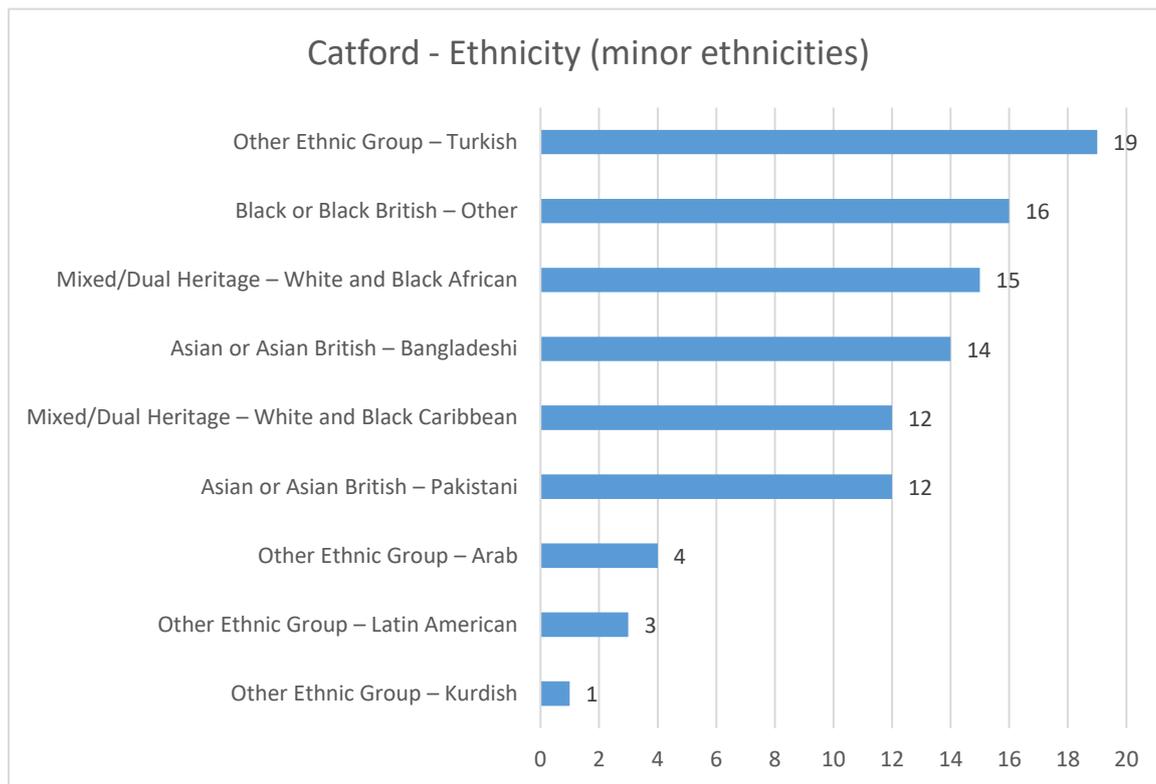


Respondents aged in their 30s and 40s were the most likely age groups to respond to the survey. The age groups that were older and younger tended to have far fewer responses.



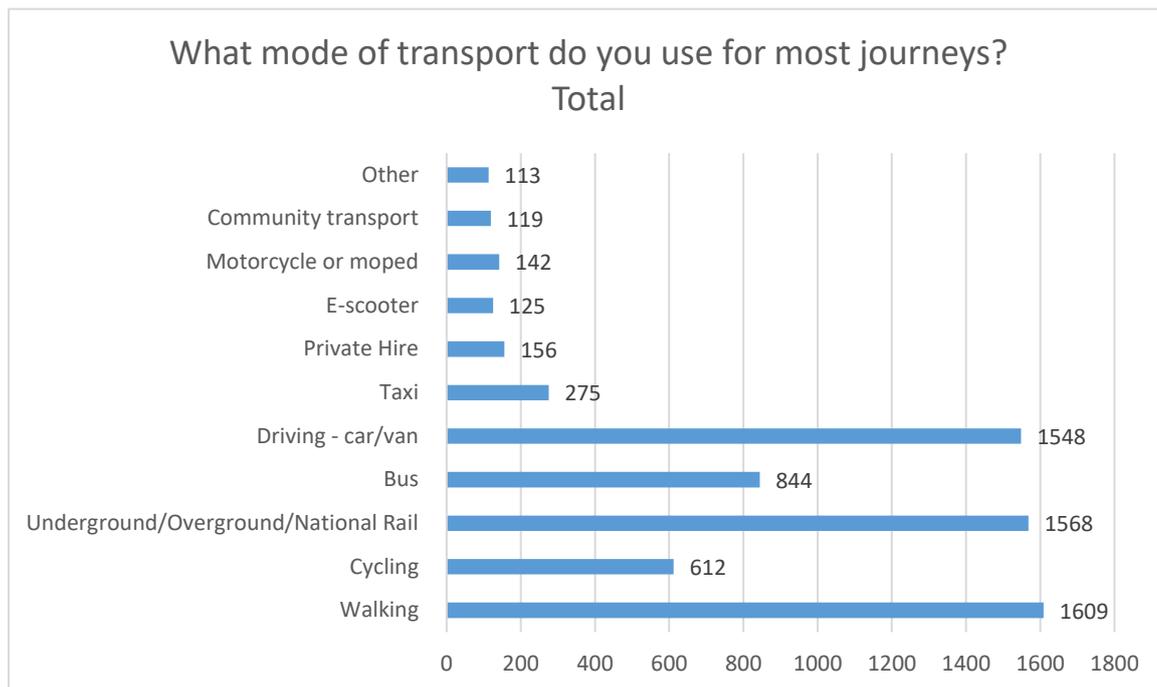
White British was the most common ethnicity amongst respondents followed by White - other, and white Irish. The remaining ethnicities were a mix of ranging from Black, Mixed and Asian. A significant segment of respondents decided not to state their ethnicity. White British made up

57.8% of respondents higher than the Ward Profile for Crofton Park which reported 47% as having an ethnicity of White British and the Ward Profile for Rushey Green which reported 30.4% as having an ethnicity as White British.

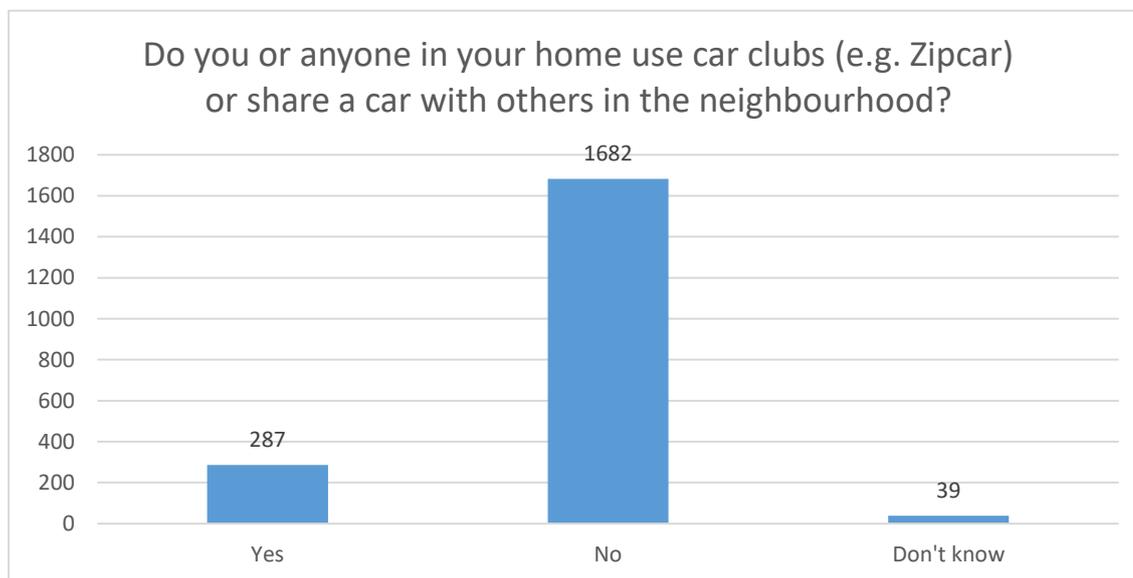


Although the consultation responses reveal the levels of representation of different genders and ethnicities amongst respondents the impact on those characteristics by the measures remains neutral. There is the potential for a negative impact on those who classified themselves in the 66 – 70 and over 71 age groups, and the potential for a positive impact on those from the younger age classifications.

The chart below has tallied the number of people who selected that they used each mode of travel as one of their top three preferences.

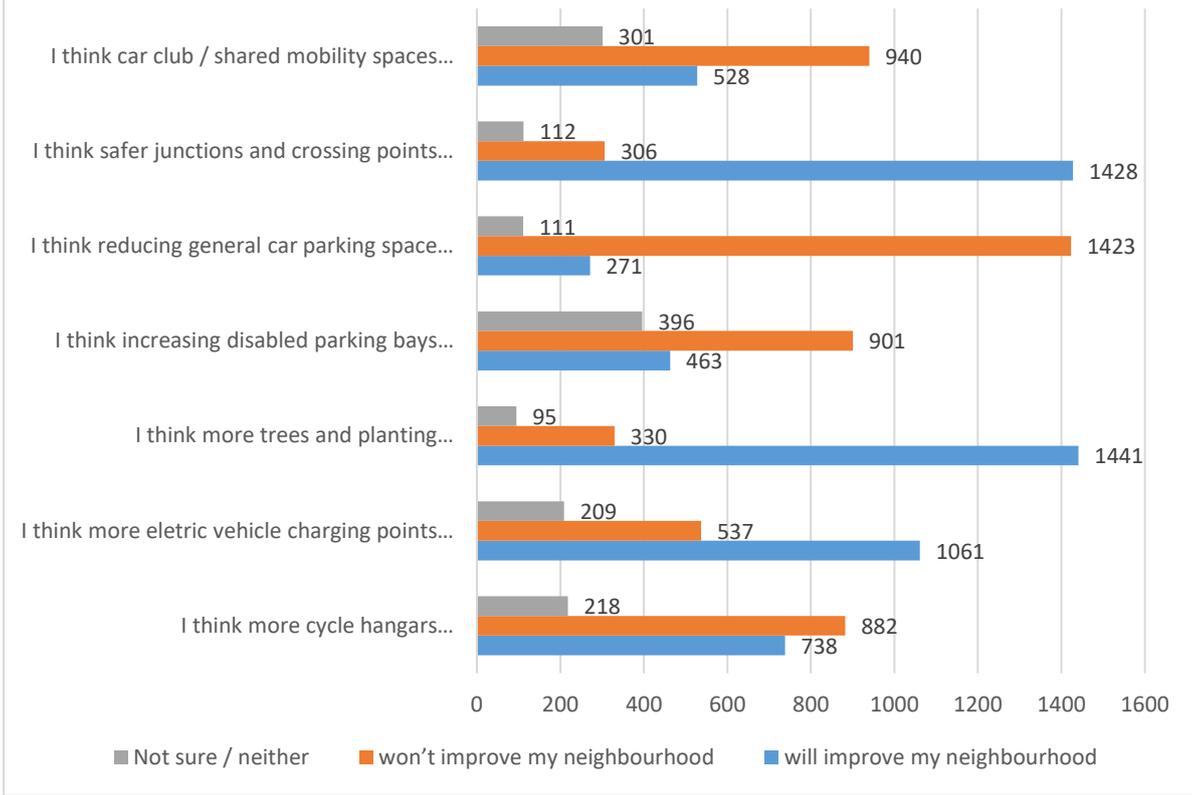


Most people in the Catford area tend to either walk, drive or use train services. These were often the first choice of transport for many respondents. Cycling followed by buses was less favourable but still used by respondents as secondary forms of transport. Other modes tended to be a minority choice and even in those cases mostly a third choice.



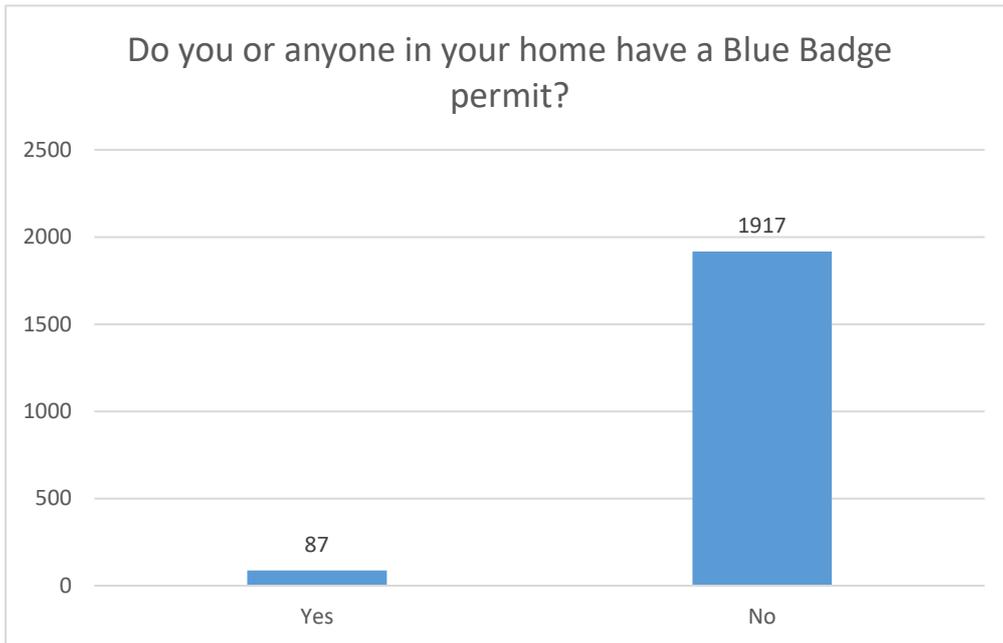
The majority of respondents do not use car sharing facilities. A small segment of Catford residents said they do, while a tiny minority said they did not know.

Please tell us how you feel about the following statements



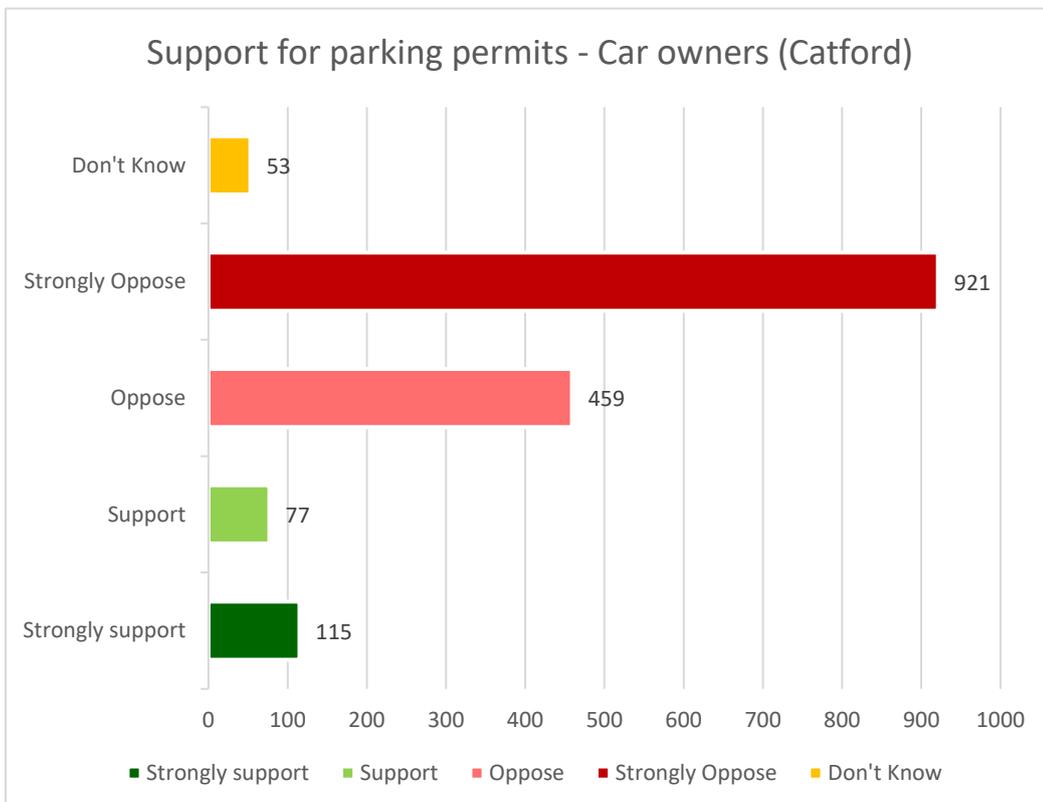
Respondents were negative towards reducing general car parking spaces with this having the highest number of responses stating that they believe it won't improve their neighbourhood. There was a negative sentiment for other parking changes such as car club and shared mobility spaces and increasing disabled parking bays. Cycle hangars had almost equal support and opposition. EV chargepoints, trees and planting, alongside safer crossing points had significantly stronger positive sentiments.

This question asked respondents whether they or anyone else in their household have a blue badge permit. A total of 2004 people answered this question. There is the potential for the proposals to have a negative impact on this particular group.



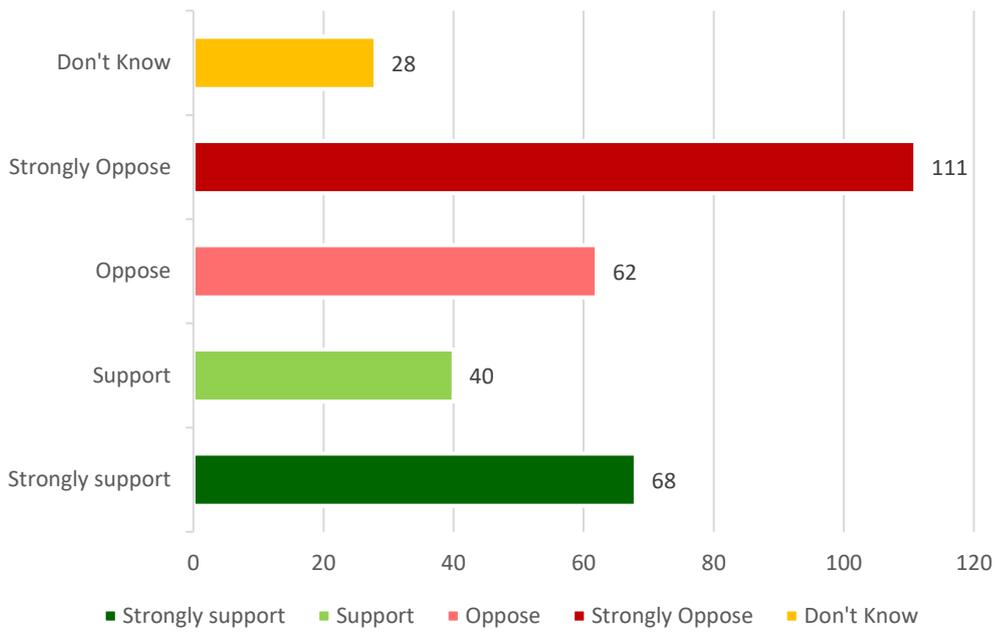
Parking permits

The following section shows a comparison of support for parking permits between respondents who own a car and do not own a car.



When looking at respondents who are car owners, a combined 1380 (85%) people oppose or strongly oppose parking permits, while a combined 192 (12%) support or strongly support.

Support for parking permits - Non-owners (Catford)

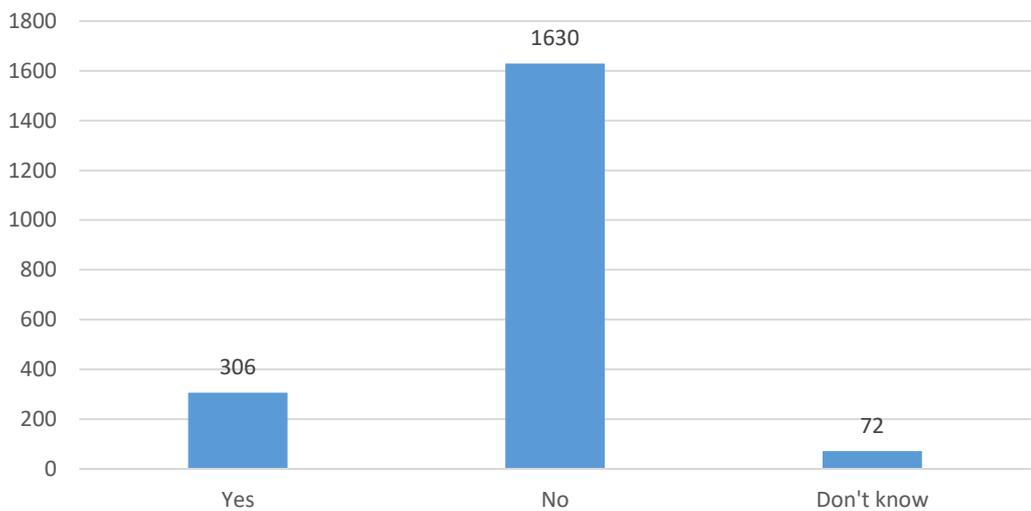


When looking at non-car owners, just over half are opposed to the introduction of permits with 35% in support and a higher number of non-car owners selected 'don't know' compared with car owners. The number of responses from non-car owners was significantly lower than from car owners. Those from a lower income household are less likely to own a car. There is therefore the potential for the proposals to have a positive impact on those from a lower income household.

Parking problems

This question asked respondents if they thought there were parking problems in their area where they live. A follow-up question specifying type of problem was conditional based on if they selected yes to this question. A total of 2008 people answered this question.

Do you think there are parking problems in your area?



Those respondents who said they experienced parking problems were presented with a list of parking issues and asked to indicate if they experienced them in their area.



81% of respondents indicated that they did not experience parking problems, with 15% stating they did. The proposals would enable most residents to park closer to their property with less need for residents to drive further to look for available parking spaces. The proposals therefore have the potential for a positive impact on all residents who own a vehicle, potentially reducing some stress and improving mental health.

5. Impact summary

Any sustainable transport and parking improvements will impact all groups positively overall including those 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.

Protected Characteristics

Age

Sustainable transport improvements do not discriminate against a person because of their age and is neutral in most cases.

There is a potential negative impact on the very elderly or infirm if they rely on transport choices that are less sustainable. The Deptford Ward Profile reported that 6.5% of residents within Deptford were over 65, while the Crofton Park Ward Profile reported that 9.1% and Rushey Green Ward Profile reported that 8% of residents were over 65.

Disability

Data from the Deptford Ward Profile shows 6.5% of residents in Deptford had a long-term health problem or disability. This figure for Crofton Park was 6.2% and for Rushey Green was 8%. The Lewisham average is 7% and nationally this figure is 8.3%. The proposals have the potential to negatively impact on residents with this particular characteristic who are reliant on private cars for most of their transport needs.

It should be noted that not all people with disabilities have mobility issues. In addition, research by TfL shows that modes of transport used at least once a week for disabled Londoners as:

- Walking (81%)
- Bus (58%)
- Car as a passenger (42%)
- Car as a driver (24%)

Furthermore:

- 52% of disabled Londoners do not have access to a car compared to 34% of non-disabled Londoners (Travel in London, TfL 2019)
- 17% of disabled Londoners sometimes use a cycle to get around London, compared to 18% for non-disabled Londoners (Travel in London, TfL 2019)
- 75% of disabled cyclists find cycling easier than walking (Assessing the needs and experiences of Disabled cyclists, Wheels for Wellbeing 2018)
- 81% of Londoners are able to ride a cycle, including 76% of disabled people (Cycling action plan 2, TfL 2023)

Gender reassignment

The impact of sustainable transport improvements on an individual transitioning from one sex to another is neutral.

Marriage and civil partnership

The impact on individuals married or in a civil partnership is neutral.

Pregnancy and maternity

The impact of sustainable transport improvements on women who are pregnant or on maternity leave is neutral.

Race

The impact of sustainable transport improvements on a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins is neutral.

One respondent to the consultation did raise a concern that the restrictions might have a negative impact on those from minority ethnic backgrounds on lower incomes, as they believed residents with these characteristics would be more likely to drive scooters and they felt motorcycle bays should be provided. It was explained to them that those residents with a permit can park their motorcycle within a residents parking bay and due to the fact the permitting system is emissions based they would likely qualify to purchase a permit on the lower end of the tariff.

A 2021 study by the charity Living Streets on Road Traffic and Injury Risk in Ethnic Minority Populations 'revealed that deprived ethnic minority pedestrians are over three times more likely to be a casualty on Britain's roads than white non-deprived pedestrians. The findings show that

deprivation plays a significant role in the likelihood of a pedestrian being injured in a collision, and that being from an ethnic minority plays an additional part'. An earlier report in 2007 to the London Road Safety Unit titled Road Safety of London's Black and Asian Minority Ethnic Groups also found that 'black Londoners have been on average 1.3 times more likely to be injured on the roads than white Londoners'. As the measures proposed as a part of the Sustainable Streets programme will help improve road safety, particularly making improvements at desired crossing points, the overall impact of the proposals on Race will be positive.

Religion and belief

The impact of sustainable transport improvements on a person's religion, belief or lack of belief is neutral.

Sex

The impact of sustainable transport improvements on a person's sex is neutral.

Sexual orientation

The impact of sustainable transport improvements on whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes is neutral.

Lewisham equality objectives

The 5 Lewisham equality objectives:

1. To ensure equal opportunities for marginalised and seldom heard communities.

It was made certain during the consultation that marginalised communities were given every opportunity to have their voices heard and contribute positively to the outcomes of the process as per section 3 – Inclusive communications and engagement.

2. To reduce the number of vulnerable people in the borough by tackling socio-economic inequality.

A project of this type for sustainable transport options to be introduced does not address the aim of reducing the number of vulnerable people in the borough, but does provide mitigating measures to alleviate financial burden by offering discounted parking permits in the first year and an emissions based charging policy.

3. To improve the quality of life of residents by tackling preventable illnesses and diseases.

Air pollution and physical inactivity contribute significantly to ill health in Lewisham. Changing travel habits to encourage more walking and cycling improves a person's health and wellbeing.

Exposure to air pollution is linked to asthma, cardiovascular disease, Chronic Obstructive Pulmonary Disease (COPD) and neurological impairments. In 2018/19, 5.3% of people living in Lewisham had asthma, which is above the London average. Reducing the amount of pollution from vehicles powered by an internal combustion engine has a measurably positive effect by reducing the amount of carbon dioxide and particulate matter in the atmosphere.

Of children aged 10-11 years in the borough, almost 25% are identified as obese and over 37% live with excess weight, higher than the average figures in England. In addition, more than 25% of adults in Lewisham and 50% of children in London fail to meet the recommended daily levels of

exercise. Creating more attractive environments for walking and cycling and providing access to sustainable transport can increase levels of physical activity.

4. To ensure that services are designed and delivered to meet the needs of Lewisham's diverse population.

The proposals for sustainable transport measures aims to provide travel options for all those impacted giving them the opportunity to have their say and influence the outcome of the design.

Car ownership varies across the borough: looking at the three proposed zones, between 35-40% of households in Deptford own at least one vehicle, compared to approximately 60% in Honor Oak Park and approximately 70% in Ravensbourne Park. Roads are used by all residents and the measures proposed as part of the Sustainable Streets programme are designed to improve the public realm and meet the needs of all road users, including pedestrians, cyclists and drivers.

5. To increase the number of people we support to become active citizens.

The sustainable transport proposals encourage a more active lifestyle by providing cycle parking, promoting walking, reducing polluting vehicles, and providing more trees to improve air quality and create more attractive environments for walking and cycling.

Health

The sustainable transport improvements will enable residents and visitors to make more sustainable and healthier travel choices through the provision of facilities such as cycle hangars and safer crossing points. Parking zones can also encourage people to think about how they travel to an area, particularly for work. Residents can find themselves driving round nearby streets trying to find somewhere to park as the spaces around their property are taken up by vehicles used by people that do not live in the area. This can cause frustration and impact on when residents choose to use their vehicles. Introducing restrictions that increase the likelihood of residents being able to park when they need to may help improve some residents' mental health and quality of life.

Equality & Diversity

The proposal may benefit those who report being uncomfortable with parking some distance from their homes and walking back (particularly in the dark) as availability of parking spaces should be improved. This concern is often reported by young females and older people but can include those within certain sexual orientation and gender reassignment groups. Parking restrictions such as double yellow lines on the corners of junctions aim to improve visibility for all pedestrians and approaching traffic, but this will see the greatest benefit for younger pedestrians and some disabled groups.

Environment & Climate Change

Sustainable transport and parking improvements may reduce the appeal of travelling by private car and therefore encourage residents and visitors to consider more sustainable alternatives. A parking zone would also help reduce carbon emissions by enabling residents to park more easily, with them no longer needing to drive around looking for an available space. An emissions-based pricing system will encourage residents to own more efficient vehicles. Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability, traffic congestion and air quality. The introduction of restrictions is often the push to make people think about how they travel to a location and can lead to quieter streets.

Road Safety

High levels of congestion are linked to increased risk of road danger. Between 2017-2021 there were more than 4,000 casualties as a result of traffic collisions in Lewisham, of which 21 were fatal. High priority interventions suggested to help reduce collisions include lowering speeds to 20mph; introducing measures to reduce the dominance of traffic; and designing streets with safety in mind that encourages ways of travel which pose less risk to other people on the roads, e.g. new or upgraded high-quality cycling routes and infrastructure to make walking safer, easier and more accessible for all.

Waiting restrictions have been considered as a part of the improvements and these can have a positive impact on road safety if introduced at locations such as junctions and bends. Parking bays can also be designed in such a way as to act as traffic calming measures. Restrictions can also be introduced at or near to desired crossing points improving the visibility of pedestrians and approaching traffic.

Negative Impacts

Sustainable transport and parking improvements have the potential to negatively impact on those who require a motor vehicle to visit an area with additional parking restrictions or parking space being re-allocated for uses such as bike hangars. The risk is greater for those registered as disabled or those supporting or caring for a relative or friend with a disability in the area.

The introduction of permit parking in an area residents could previously park for free may negatively impact on certain groups, particularly those on lower incomes.

6. Mitigation

Mitigations for registered disabled residents and visitors would mean that those with these protected characteristics would be significantly alleviated. Lewisham-issued Blue Badge holders are eligible to apply for a resident permit free of charge and the parking controls may enable them to park closer to their destination.

The Parking Policy has been updated to amend the blue badge policy, enabling Lewisham Blue Badge holders to also park within any CPZ in the borough, mitigating the impact of these measures further.

Lewisham Blue Badge holders who rely on regular visits to receive constant help and care may apply for a free carer permit. This is offered to residents who meet the criteria and the permit entitles the parking of carer's vehicles for those residents living within a CPZ.

This will also help mitigate some negative impacts on elderly residents that might require care. Residents will also be able to purchase visitor permits to allow their visitors to park within any proposed parking zone. Visitors will be able to park for free outside of the hours of operation of any parking controls.

The impact is neutral given the mitigation in place for disabled badge holders and the elderly who will be entitled to a parking permit free of charge. Disabled residents can also request a disabled parking space, which should enable them to park closer to their property and visitors with a Lewisham registered blue badge will be able to park within a resident's bay. Again, the free carer's permits also help mitigate the negative impacts.

More information can be found in the Council's Parking Policy.

Residents that use a vehicle for work may be negatively impacted. For all new CPZs, the Council will offer residents and businesses a 15% discount on the cost of a permit for the first year. This will also allow them time to change their vehicle to a more efficient one to take advantage of the emissions-based permit pricing.

The Council has also introduced monthly subscription payments to assist with payment. The average resident parking permit will cost between £8.15-£9.20 per month. This helps mitigate some of the negative impacts on low-income residents.

7. Service user journey that this decision or project impacts

For further information

[Lewisham Council - Parking](#)

[Lewisham Council - Sustainable Streets programme](#)

[Lewisham Council - Share your views on our Sustainable Streets programme](#)

[Lewisham Council - How our new parking policy has affected parking permit prices](#)

[Lewisham Council - New parking permit system](#)

[Lewisham Council - Parking permits for controlled parking zones](#)

[Lewisham Council - Blue Badge disabled parking](#)

[Lewisham Council - Parking reports and policies](#)

[Lewisham Council - Corporate complaints procedure](#)

Before making a complaint using the link below, please ensure you have already [contacted the service](#) and asked them to put matters right.

Our complaints procedure has three stages. We will aim to contact you within two working days of receiving your complaint, and at each further stage, to let you know what will happen next.

Stage 1

Once we have received your complaint, a service manager will investigate and will aim to send you a response within 10 working days. The manager will let you know what we can do to resolve your complaint.

Stage 2

If you are unhappy with the response that you have received at stage 1, you can ask for your complaint to be reviewed. The Corporate Complaints Team or the Head of the relevant service will aim to write to you within 20 working days with their decision.

Stage 3

If you are unhappy with the response that you received at stage 2, you can ask the Stage 3 Adjudicator to carry out a review of your complaint. The Stage 3 Adjudicator will aim to send a response to you within 30 working days.

For all stages of the complaint's procedure, there may be times when it may take us slightly longer to respond to your complaint. If this is the case, we will write to let you know when you will receive a response.

Signature of Director	
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