

Proposal
Kennington Oval Healthy Neighbourhood Experimental Scheme
Author
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Who will sign off the assessment?
Joshua Learner
<p>Q1a. What is changing?</p> <p>What is the most significant or key change taking place? Can you indicate the type of change in your response (e.g. policy/decision/strategy/ service/procedural/ geographic/procurement etc.) so it is clear what is being equalities assessed? Why is this change happening? What do you aim to achieve? Can you clearly indicate what decision-makers are being asked to take a decision on?</p>
<p>The purpose of this scheme is to improve the public realm on Kennington Oval and the surrounding road network through harnessing local knowledge to create healthy streets. This includes places for people to meet, places for climate change resilient infrastructure to be introduced and spaces that celebrate child play, creativity and accessibility. The process has been driven by community engagement events with a variety of user groups coupled with an in-depth analysis of the site and Lambeth's current transport strategies. The trial scheme forms the first step towards establishing permanent environmental improvements and its outcome will direct the objectives and design of the permanent scheme. The trial scheme will reallocate kerbside spaces and improve walking/wheeling and cycling in the area and improve liveability for residents, namely children, the elderly, expectant mothers, parents of young children and disabled people. Most children in the area do not have to any outdoor play space. The scheme was articulated in tandem with two school streets. Engagement and future communications will be delivered in tandem with the trial scheme to reduce confusion and disruption amongst residents and parents/carers outside of the project area.</p> <p>The main strategies for the trial are:</p> <ul style="list-style-type: none"> • to reclaim local streets for the enjoyment of the community and school while maintaining emergency vehicle access throughout. • to provide playful spaces that animate the surroundings and prioritise pedestrians over cars. • to enhance the environment with high-quality greenery that maintains good visibility and light penetration. • to activate spaces. • to expand pavement areas and widen narrower sections to provide a safer environment for residents and local school children. • to ensure maintenance of all proposed elements (furniture and planting) is considered during the selection process and beyond. • to reduce vehicle speeds and address anti-social behaviour by fostering opportunities for community ownership. <p>The changes proposed include the following:</p> <ul style="list-style-type: none"> • The trial scheme includes various changes to traffic management and parking which seek to provide more space for people to socialise, walk, wheel and cycle safely and to reduce vehicle traffic in the area. • More space will be given over to sustainable uses as opposed to car parking. • Road closures to general vehicular traffic on Kennington Oval south of Clayton St and in front of St Mark's Primary School, and on Bowling Green St west of Magee St; • new one-way sections for motorised traffic on Kennington Oval between Vauxhall St and Clayton St, and on Bowling Green St by Henry Fawcett Primary School. • Kennington Oval can be reached via Vauxhall St while Clayton St can be reached either from Kennington Oval or from Kennington Rd. All roads will still allow access to emergency vehicles and refuse collection vehicles will still be able to reach all properties. • Changes to parking provision. In turn, numerous additional cycle parking spaces will be provided including some for larger cycles.

A mixed-method engagement approach informed the current design proposal:

- A Desktop review of previous studies including the Child Friendly Consultation with more the 1500 children and young people and the Oval to Stockwell LTN Engagement Summary Report conducted in 2022
- Walk-about activities with residents and local secondary school students
- Sessions and/or meetings with schools and school children
- An online survey
- A pop-up session on the street
- Design review and commenting of the designs by Transport Strategy's Accessibility Walking Group (AWG)
- Sessions with the Oval Cricket Ground about deliveries and other logistical requirements
- Sessions and/or meetings with local groups, housing associations and developers

People in the area mostly disliked:

- A lack of activity / vibrancy on the streets
- Sense of neglect
- Traffic and car domination
- Litter and dog fouling
- Narrow and/or uneven pavements
- Match day disruption (e.g. noise)
- Streets not being safe for children especially at school drop off and pick-up times

People would like to see:

- More Greenery
- Better Maintenance
- More pedestrian areas
- Cycle friendly infrastructure and more play opportunities
- Places to sit
- Traffic and parking restrictions
- Reducing vehicle speeds and safer streets in particular around the schools
- More cycle facilities and cycling infrastructure
- Wider pavements to encourage walking

The data below refers to the highlighted area in the map:



Q1b. Who will be involved in approving this decision?

Who else will be involved in signing-off this decision?

The following will be involved in signing off this decision:

- Kerbside Strategy Project Manager - Tash Hartke
- Head of Transport Strategy and Programmes - Joshua Learner

- Director of Planning, Transport and Sustainability - Rob Bristow
- Cabinet member Sustainable Lambeth and Clean Air - Rezina Choudhury

Q2a. What do we know about the people who will be impacted by this change?

What does your information tell you about the people who will be affected by this change? Are protected groups impacted? What information do you hold on the protected characteristics of the people affected by the change? (Age, disability, gender reassignment, pregnancy and maternity, race/ethnicity, religion or belief, gender, sexual orientation, health, socio-economic, language) Are there any gaps or missing information?

Population:

2800 residents.

Age:

The age profile also matches that of the borough:

- 18.2% - children under 19
- 73.5% - aged 20-64
- 8.2% - over 65

As part of Lambeth's consultation with more than 1500 children and young people, a third said they don't have a safe space to hang out in and don't feel safe travelling around the borough. This proposal will enable a safer space for children to walk in and spend time in.

Disability:

13.1% Disabled under the Equality Act

86.9% Not disabled under the Equality Act

A guiding principle of Lambeth's 2019 Transport Strategy is to be 'Inclusive and Accessible'. To achieve this, we need to be guided by the disabled community to ensure public realm improvements and network changes are truly accessible. Recent learnings from accelerated programme delivery have demonstrated the need for early consultation with disabled people. Lambeth Council have worked with Transport for All to engage with disabled people on the implementation of 5 low traffic neighbourhoods. A key recommendation from the engagement was the need for an 'Accessibility Working Group' to be consulted on projects and quickly assess any risks. Already established, the group brings together members of the disabled community to act as consultants by experience on projects and strategies under consideration by the Council's Planning, Transport and Sustainability department. They were consulted on this scheme and their invaluable input shaped the current trial design.

Gender-reassignment:

The 2021 Census was the first in British history to ask about people's sexual orientation and gender identity – providing the most accurate picture of gender and sexuality in Lambeth to date. Data must be used with care as 7.29% of Lambeth's population chose not to declare their gender identity in the Census.

Approximately 91.5% of residents in and around the project area declared that their gender identity is the same as their sex registered at birth.

Socio-economic:

- 51.5% of households in the area are deprived in at least one dimension. 32.2% of households are single people, 48.7% are families and 19% are of other household types. It is worth noting that single-person households may have only one income to rely on, which might make it more challenging to cover the cost of rent, especially under the current housing crisis.
- 72.9% of people are economically active and 27.2% are inactive (retired, studying, caring responsibilities etc).
- 48.9% of residents in the area are social renters, 20.3% are owner occupier households and 30.8% are private renters.

Gender:

50.2% Female and 49.8% Male

Pregnancy and maternity:

“Unplanned pregnancies can end in maternity, miscarriage or abortion. Many unplanned pregnancies that continue will become wanted. However, unplanned pregnancy can cause financial, housing and relationship pressures, negative health impacts and have impacts on existing children. Restricting access to contraceptive provision by age can therefore be counterproductive and ultimately increase costs. In Lambeth the total number of abortions in 2021 was 1,798.

The total abortion rate per 1,000 female population aged 15 to 44 years was 21.4, higher than the rate in England of 19.2 per 1,000. The rank (out of 150 UTLAs/UAs) within England for the total abortion rate was 51st highest.

Teenage pregnancy is a cause and consequence of education and health inequality for young parents and their children. Babies born to mothers under 20 years consistently have a higher rate of stillbirth, infant mortality, and low birthweight than average, though the difference fluctuates from year to year due to relatively low numbers.

Over a quarter of local authorities have an under-18s conception rate significantly higher than the England average and 80% have at least one high-rate ward.”

Source: Summary profile of Local Authority Sexual Health 30 August 2023

As per the 2021 Census, there were 5207 conceptions in Lambeth, of which 11 were at ages under 16.

Race/ethnicity:

7.0% are Asian, Asian British or Asian Welsh
25.8% Black, Black British, Black Welsh, Caribbean or African
8.9% Mixed or Multiple ethnic groups
49.7% White
8.6% Other ethnic group

Religion or belief:

48.7% of residents identify as Christian, 35.5% report having no religion, and 7.3% as Muslim. The remaining are a mixture of Hindu, Sikh, Jewish, Buddhist and more.

Places of worship not far from the area include:

- Kennington Community Fellowship
- Southwark and Deptford Circuit – Methodist Church
- St Peter’s in Vauxhall
- St Agnes’ Church
- Moses
- Apostolic Church All Nations’ Centre
- Hope Church Vauxhall

Sexual orientation:

The 2021 Census was the first in British history to ask about people’s sexual orientation and gender identity – providing the most accurate picture of gender and sexuality in Lambeth to date. With 22,198 residents identifying as Lesbian, Gay, Bisexual, or as another non-heterosexual sexuality, Lambeth has the largest overall population of LGB+ people in London and the 6th largest in the UK overall. This data is to be used with care as 9.07% chose not to declare their sexuality in the Census.

In the project area, around 12.6% declared being lesbian, gay, bisexual, or other (LGB+).

Health:

52.7% Very good health
32.0% Good Health
11.5% Fair Health
2.8% Bad Health

1.0% Very Bad Health

There are several key mental health services in and around the area.

During the consultation for the Lambeth Made Safer strategy, hundreds of residents and community groups had their say on youth violence in Lambeth.

Here are a few key issues identified:

- Lambeth has one of the highest rates of serious violence in the country
- Black people are more likely to experience poor mental health and less likely to get services that improve their lives

Socio-economic:

Number of households: 1200

48.5% Household is not deprived in any dimension

51.5% Household deprived in at least one dimension

68.7% No cars or vans in household

31.3% At least one car or van in household

47.9% works mainly from home

36.3% travel less than 10km to work

As part of Lambeth's consultation with more than 1500 children and young people, a third said they don't have a safe space to hang out in and don't feel safe travelling around the borough, 41% said free or more available sports and fitness facilities would help make them healthier.

From the Oval to Stockwell Engagement Summary Report October (2022), people's priorities included bin storage / bike storage, more Trees / greening / flowers / planters, raingardens and community gardening.

Language:

0.9% cannot speak English well, 4.1% cannot speak English well, 6.6% can speak English well, 9.6% can speak English very well, 78.7% of residents have English as their main English.

56.9% were born in the UK and 43.1% were born outside of the UK.

Any gaps in knowledge:

"We all know what it feels like when we are walking in a walking friendly street or place. We may not acknowledge or notice the feeling, but we are comfortable, the experience is enjoyable, we might even slow down, linger and we want to do it again." Natural Walking Cities

What don't we know:

- What will be the demographic breakdown of those using the proposed public spaces during the day and at night?
- Who the pedestrians will be. e.g. Will most pedestrians be residents? Or will they come from outside the area?

Q2b. How will they be impacted by the change?

Would you assess the impact as positive, adverse, neutral? Do you have any uncertainty about the impact of your proposal? Is there a likelihood that some people will be more impacted than others? Can you describe the ways in which they will be affected? How might this change affect our 'general duty'?

A mixed-method approach was developed for this project with the purpose of engaging with a diverse range of people and to provide more data to enable better analysis and project development.

The primary focus was on crafting a playful and stimulating environment, tailored to cater to the needs of children. Playful road markings have been designed to engage all the senses, while lush planting featuring fragrant and edible species is intended to uplift up spirits of local visitors. Furthermore, the proposal will increase levels of walking and cycling in the area. These impacts will contribute to achieving Lambeth's 2030

climate and kerbside goals for the borough. These will also contribute to improving accessibility, climate and economic resilience for residents in and outside of the project area.

Emergency vehicle access will remain. Blue Badge Holder dispensations are accounted for at the camera enforced filters.

The feedback from the engagement has shown that there was a mix of views and opinions. In terms of what people would like to change the need for more greenery and nature, limiting vehicle access and parking, improving existing pedestrian areas and pedestrianise others, improvements to cycling infrastructure were the most mentioned themes. Positive and negative impacts by protected characteristic are detailed below.

Impacts by Group

1) Age

Positive:

The study area encompasses two primary schools, both of which would greatly benefit from more child friendly design measures. Currently, to have access to the nearest green space with play equipment, children need to cross a major road, introducing its own set of risks. Having space allocated to doorstep play and incorporating natural play elements not only grants children greater freedom but also nurtures their physical and cognitive development in a safer space. Furthermore, children are particularly impacted by poor air quality at the roadside and are also vulnerable to road danger, both of which the proposal aims to address. The proposals offer the potential for more physical activity, including play, in areas where amenities may be limited, offering the potential to address issues of obesity and well-being.

Younger people have manifested support for added seating and play features in the area.

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

Negative:

Changes in the physical appearance of the area due to the development might not align with the preferences of older residents, affecting their sense of attachment to the community. Furthermore, increased activity and noise can be disruptive for older adults who may prefer quieter environments. Some residents had concerns about added seating in terms of potential noise and anti-social behaviour. Gentrification resulting from the development could drive up property prices and living costs, potentially displacing older, long-term residents who may not be able to afford to stay in the area.

2) Disability:

Positive:

Although the neighbourhood is quiet on most days, this changes considerably when cricket matches take place at the Oval. Parking on Kennington Oval is suspended to allow large amounts of visitors to reach the stadium on foot. Providing sufficient pavement space is particularly crucial after matches when up to 20,000 spectators seek to egress from the Oval's stands within a short timeframe. Furthermore, "much of current public realm is not accessible for disabled people, limiting where they can travel and by what means"¹. The pavements within the study area exhibit below average conditions, marked by numerous potholes, poor lighting and insufficient width for their intended use and location. These make it difficult or impossible for non-abled body people to move around. With well-maintained pedestrian spaces and added seating at intervals of at least 50 metres we will provide everyone with spaces to stop and rest. The Accessibility Working Group (AWG) were asked to share their feelings about the current state of Kennington Oval and to identify challenges about the area/features. Specific questions were raised about colour, products, play features and material preferences. For further specific feedback please consult AWG's report.

Negative:

Parking spaces will be replaced by accessible pedestrian space on two sections on Kennington Oval currently with low through traffic and low parking stress. Disabled parking bays will be reallocated, which might require some adjusting for those using them. This might be unsettling.

Poor signage and a lack of accessible wayfinding information can confuse people with cognitive disabilities or those who are visually impaired. Increased activity and noise in the area can be overwhelming for individuals with sensory processing disorders or other sensory disabilities. For further specific feedback please consult AWG's report.

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

3) Health:

Positive

Greenery on our streets plays a vital role in capturing rainwater, preventing potential overload on our underground systems. It also enhances the overall enjoyment of the space for its users and supports wildlife in our cities. The consistent desire for increased greenery and nature has emerged as the most frequently voiced sentiment during the engagement period. Kennington Oval will greatly benefit from more diverse greenery. Improving how the street looks, pedestrianising sections of Kennington Oval and providing pavement widening opportunities outside the schools will support active ways of moving around and improve safety for children and parents/carers particularly at drop-off and pick-up times. This has potential to increase the opportunity for exercise with a positive impact on child obesity. Emergency vehicle access will remain.

Negative:

There are concerns amongst residents living on Kennington Oval about increased noise and litter on non-match days, which seems to already happen on match days. Such events may increase distress in residents, particularly more vulnerable residents.

4) Pregnancy and Maternity:

Positive:

The development can provide a vibrant community space where pregnant women and mothers can connect with others and find social support. A pedestrian-friendly environment can encourage physical activity during pregnancy and provide a convenient and enjoyable space for walking with a stroller. The presence of benches, shaded areas, and public amenities can provide resting spots for pregnant women and parents with young children. Emergency vehicle access will remain.

Negative:

Potential increased activity and noise can contribute to stress, which is not ideal for expectant mothers.

5) Race and Ethnicity:

Positive:

The proposal is expected to have positive impacts for some Black, Asian and Multi Ethnic groups. Black, Asian and Multi- Ethnic groups are over-represented in indices of deprivation and more likely to be exposed to transport related harmful impacts, such as traffic collisions and poor air quality and health inequalities related to inactive lifestyles. By improving the public realm in the area, Black, Asian and Multi- Ethnic groups and residents are expected to benefit from improved road safety and improved air quality.

Negative:

Racial minorities may feel excluded and unwelcome in the area, depending on who will start using the space more post-trial implementation.

6) Sex:

Positive:

A pedestrian-friendly environment encourages physical activity and may provide safer spaces for women and families. There is significant support for adding greenery and nature to the streets. However, some participants, specifically women, had concerns about the darkness of the street in the evenings and an absence of ground floor active frontage. Therefore, any design proposals need to consider how to maintain good visibility and light. Through the project development phase, we liaised with Lambeth's Violence Against Women and Girls team to discuss potential issues identified within the project area. Further cross-team collaboration and monitoring during the trial will be carried out.

Negative:

Lack of accessible and clean public restrooms may be particularly challenging for women who may have different restroom needs, such as changing facilities for children.

7) Socio-Economic Status:

Positive:

Residents will have access to a safe pedestrian and child-friendly area at their doorstep.

Negative:

Residents of the estate bordered by the A3, Kennington Oval, Bowling Green Street and Magee Street may feel confused when driving a motor vehicle in the area during the trial period specifically at school drop-off and pick-up times due to school street enforcement during those times. In other projects, complaints have

been raised by estate residents particularly around lack of pre-emptive communications. We found out that when anonymous letters and fliers are delivered to some estate addresses, they might be perceived as junk mail by keepers and managers and thrown away. Online communications may also not reach everyone due to lack to internet access.

Q3a. How do you plan to promote and deliver any positive impacts of the proposal?

How might the principles of fairness, equality of opportunity and positive relationships be further promoted as a consequence of this proposal? How do you propose to measure your positive outcomes and the benefits outlined to find out if these have been achieved?

Adaptation and Resilience as per Lambeth's Climate Action Plan

The ability of our cities to re-absorb the harmful carbon emissions which they produce needs to be addressed to improve the environment we live in. Soil and trees are currently the only viable means of capturing carbon. Their place in our built environments is critical in making the places most of us live in habitable and healthy. Greenery on our streets plays a vital role in capturing rainwater, preventing potential overload on our underground systems. It also enhances the overall enjoyment of the space for its users and supports wildlife in our cities. The consistent desire for increased greenery and nature has emerged as the most frequently voiced sentiment during the consultation period. Positive changes will be promoted through activation activities on Kennington Oval during the trial period.

Road Danger Reduction with focus on children

The study area encompasses two primary schools, both of which would greatly benefit from more child friendly design measures. Currently, to access the nearest green space with natural play elements children need to cross a major road, introducing its own set of risks. Having space allocated to doorstep play and incorporating natural play elements not only grants children greater freedom but also nurtures their physical and cognitive development in a safer space. Positive changes will be promoted through activation activities on Kennington Oval during the trial period. Changes will also be located outside of school entrances, therefore remaining highly visible, safe to reach and accessible.

Public Health

Pollution, in the form of dangerous gases and very fine particulates, which exacerbate breathing difficulties, is a significant cause of poor physical and mental health in our urban environments. Pollution in the form of street litter and dog fouling was a general concern arising in the public consultations. During the trial period, the spaces will be upkept, materials (e.g. planters) will be resistant and most motorised vehicles will be completely removed to promote pedestrian activity for all particularly the most vulnerable residents, at their doorstep.

Fairness and Accessibility

Latest census data of the neighbourhood reveals that 68.4% of households don't have a car or van yet majority of the kerbside space is allocated to cars. There is a large amount of parking spaces in the study area that are only used during significant Cricket matches or events at the Cricket Grounds. Vehicle access and parking spaces will be removed and places to stop and rest will be provided every 50m as per Lambeth's Kerbside Strategy Standards. A few sections of Kennington Oval will be highly recognisable as pedestrian spaces as there will be colourful art works on the floor throughout. Pavements will be kept free of any patterns and colour. The planters to be used during the trial will be of big dimensions to remain highly identifiable and easily manoeuvred by disabled people.

Q3b. How do you plan to address and mitigate any negative impacts of the proposal?

What impact has this evidence had on what you are proposing? What can you do differently that might lessen the impact on people within the timeframes i.e. development-implementation? Who can help you to develop these solutions?

To lessen any negative impacts of the proposal we have engaged with residents, schools, school children, the Oval Cricket Ground and community groups in the area. The feedback collected and technical data informed the proposed designs.

Furthermore, we have recently established an Accessibility Working Group. This group brings together members of the disabled community to act as consultants by experience on projects and strategies under consideration by the Council's Planning, Transport and Sustainability department. Their invaluable input was instrumental in shaping this trial scheme. Any design changes will be circulated with the group to harness a sense of "you said, we did" approach.

To mitigate against confusion about the scheme, we will circulate letters/flyers and online news updates providing details and clear visuals about the scheme and starting date. Further engagement with residents, schools and children will take place before the trial. FAQ booklets and other documents will be circulated in digital and print form.

Q4. How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?

Who will you be accountable to for the above actions/outcome? How will those responsible know these actions have worked? What performance indicators will you use to demonstrate this? Are there any other forms of evidence you can use to support this assessment of their effectiveness?

Traffic monitoring and evaluation will be managed by the transport strategy team.

Within the context of a trial scheme, a statutory consultation will be carried out. During this period, we plan to activate the space by carrying out a few events. During the events, residents will be encouraged to share their views about the scheme which will inform any design changes required.

Section to be completed by Sponsor/Director/Head of Service

Outcome of equality impact assessment

	No adverse impact, no change required
X	Low adverse impact, minor adjustment required
	Significant adverse impact, further action required
	Significant impact identified unable to mitigate fully
	Unlawful in/direct discrimination, stop and rethink

Comments from Sponsor/Director/Head of Service

This assessment identifies a range of benefits and some disbenefits considered to arise from the proposals. No significant equalities impacts have been identified.