

H&F Equality Impact Analysis Tool

Conducting an Equality Impact Analysis

An EIA is an improvement process which helps to determine whether our policies, practices, or new proposals will impact on, or affect different groups or communities. It enables officers to assess whether the impacts are positive, negative, or unlikely to have a significant impact on each of the protected characteristic groups.

The tool is informed by the [public sector equality duty](#) which came into force in April 2011. The duty highlights three areas in which public bodies must show compliance. It states that a public authority must, in the exercise of its functions, have due regard to the need to:

- 1. Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited under the Equality Act 2010**
- 2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it**
- 3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it**

H&F Equality Impact Analysis Tool

| Overall Information | Details of Full Equality Impact Analysis |
|--|--|
| Financial Year and Quarter | 2024 Quarter 1 |
| Name and details of policy, strategy, function, project, activity, or programme | <p>Title of EIA: South Fulham (West) Clean Air Neighbourhood Project</p> <p>Short summary: The proposed scheme aims to implement a permanent scheme identical to the current experimental scheme utilising permanent traffic orders. It also adds traffic restrictions on Clancarty Road and Settrington Road via Experimental Traffic Orders.</p> <ul style="list-style-type: none"> • To progress the South Fulham (west) Clean Air Neighbourhood trial from an experimental trial scheme (introduced in December 2023) to a permanent traffic order. • To launch further Experimental Traffic Orders for Settrington Road and Clancarty Road in order to address resident concerns and understand the increase of traffic on these roads. <p>Clean Air Neighbourhoods work by removing only the through traffic from local residential streets and keeping the streets open for residents and visitors instead of installing physical barriers. The use of automatic number plate recognition (ANPR) cameras creates the digital filter for traffic enabling permitted traffic to pass freely. Residents and businesses are given the ability to control access for vehicles via the RingGo app.</p> <p>Road signs warn out-of-borough drivers of the cameras, to deter them from using residential streets as a shortcut. These restrictions do not apply to Hammersmith and Fulham residents, business visitors as well as staff and deliveries, emergency vehicles, buses, taxis, and locally registered minicabs.</p> |
| Lead Officer | WSP - (Framework Consultants) |
| Date of completion of final EIA | 16/02/2024 |

| | |
|-------------------|----------------------------|
| Section 02 | Scoping of Full EIA |
|-------------------|----------------------------|

| | | | |
|--|--|--|---|
| Plan for completion | Timing: February 2024 Resources: Transport and Parking Services | | |
| Analyse the impact of the policy, strategy, function, project, activity, or programme | Protected characteristic | Analysis | Impact: Positive, Negative, Neutral |
| | Age | <p>The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood positively benefit the elderly and young living within and visiting the area.</p> <p>Carers, healthcare workers and other special services provided by H&F are exempt from the scheme, ensuring elderly residents are still able to access the same vital services as done prior to the scheme launch.</p> <p>During the scheme bedding in period, there were concerns regarding the accessibility of the exemption booking systems via RingGo for elderly users, however this has been addressed through the provision of a seven day a week hotline to assist residents where needed. The council has also engaged with taxi providers to ensure that elderly people with limited mobility and/or disabilities are picked up/dropped off immediately outside an address.</p> | Positive |
| | Disability | <p>The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood positively benefit those with disabilities who live within and visit the area. As above, carers, healthcare workers and other services provided by H&F are permitted access through the cameras and the council continue to work with private hire vehicle operators to ensure residents and visitors with disabilities have doorstep access to an address.</p> | Positive |
| | Gender Reassignment | <p>There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on groups based on gender reassignment as a protected characteristic. However, it should be recognised that this group is more at risk of hate crime than others. Perceptions of safety may be impacted by a reduction in traffic volumes in the neighbourhood and the surrounding area, particularly during the dark.</p> | Neutral |
| | Marriage and Civil Partnership | <p>There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on marriage and civil partnership as a protected characteristic.</p> | Neutral |

| | | |
|--|---|----------|
| Pregnancy and maternity | The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood positively benefit pregnant women and those who have recently given birth both living within and visiting the area. It is recognised that this group may rely on healthcare workers more than other groups. The scheme ensures that these services are still available to residents by exempting healthcare workers. | Positive |
| Race | The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood are likely to benefit all users, including BAME groups. | Positive |
| Religion/belief (including non-belief) | There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect religion/belief (including non-belief) as a protected characteristic. Access to places of worship within the scheme by car are maintained. | Neutral |
| Sex | The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood are likely to benefit all users, including women and girls. | Positive |
| Sexual Orientation | There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on groups based on sexual orientation as a protected characteristic. However, it should be recognised that this group is more at risk of hate crime than others. Perceptions of safety may be impacted by a reduction in traffic volumes in the neighbourhood and the surrounding area, particularly during the dark. | Neutral |

Human Rights or Children’s Rights

If your decision has the potential to affect Human Rights or Children’s Rights, please contact your Equality Lead for advice

Will it affect Human Rights, as defined by the Human Rights Act 1998?

Yes / **No**

Will it affect Children’s Rights, as defined by the UNCRC (1992)?

Yes/**No**

Section 03

Analysis of relevant data

Examples of data can range from census data to customer satisfaction surveys. Data should involve specialist data and information and where possible, be disaggregated by different equality strands.

Documents and data reviewed

A variety of data sources have been used to assess the potential impact on different protected characteristic groups of making the South Fulham (West) Clean Air Neighbourhood Scheme permanent. These sources provide evidence on each of the protected characteristic groups and inclusion groups, including demographic data, travel behaviour and patterns, and sensitive receptors within close proximity of the scheme. This evidence, supported by monitoring data and consultation results, has then been used in the analysis section (Section 05) to identify the potential impacts associated with making the scheme permanent on each of the groups, and to recommend mitigation measures where necessary and feasible.

Demographic data is provided at the borough, city, and local area. The latter, referred to as the 'Study Area' throughout this report, looks at a 500m buffer area around the boundary of the scheme. This study area provides insight into the population living and working within or near to the scheme, as well as those likely to be travelling to key trip generators within or near to the Study Area. The extent of the Clean Air Neighbourhood scheme and the study area is shown in Appendix A. Given the proximity to Wandsworth, demographic maps include data from both the London Borough of Hammersmith and Fulham and the London Borough of Wandsworth. The borough boundaries are shown in Appendix B. Appendix C shows the location of all key facilities within the study area, and Appendices D-F show the breakdown by category, with location names.

This section provides a breakdown of key evidence and data used to undertake a comprehensive analysis of the impact of the scheme on the protected characteristic groups.

Age:

The Office for National Statistics (ONS) 2021 population data¹ for Hammersmith and Fulham states a total population of 183,200 for the borough. The age breakdown for the London Borough of Hammersmith and Fulham compared to London, and a 500m buffer area around the scheme, for those under 19 years and over 65 years, is detailed in Table 1 below.

Table 1: Age Profile (Source: ONS Census Data 2021)

| Age | Study Area | London Borough of Hammersmith and Fulham | London |
|--------------------|------------|--|--------|
| 19 years and under | 17.2% | 19.2% | 23.7% |
| 65 years and over | 11.1% | 10.4% | 12.0% |

¹ <https://data.london.gov.uk/census/>

The breakdown above illustrates that the London Borough of Hammersmith and Fulham (19.2%), and the study area (17.2%), have slightly fewer people under the age of 19 compared to London as a whole (23.7%). A similar trend is seen for retirement age and elderly groups, with approximately 11% of the population in the study area over the age of 65, compared to 12.0% for London.

71.7% of people in the study area are between 20 and 64 years old. Again, this is similar for the borough at 70.4%. Conversely, the percentage of people within this age group for London as a whole is slightly lower at 64.3%. Despite a higher proportion of the population within these groups, the elderly and younger populations still represent a large proportion of those who are likely to be affected by the scheme, totalling 28.3% in the study area and 29.6% in the borough as a whole. The figures below illustrate the percentage of people under the age of 19 and over the age of 65 in the Hammersmith and Fulham area, including within the scheme extent and study area.

Figures 1 and 2 below show the distribution of elderly and young across the two boroughs.

Figure 1: Population under 19 in the London Borough of Hammersmith and Fulham (Source: WSP, Census Data 2021)

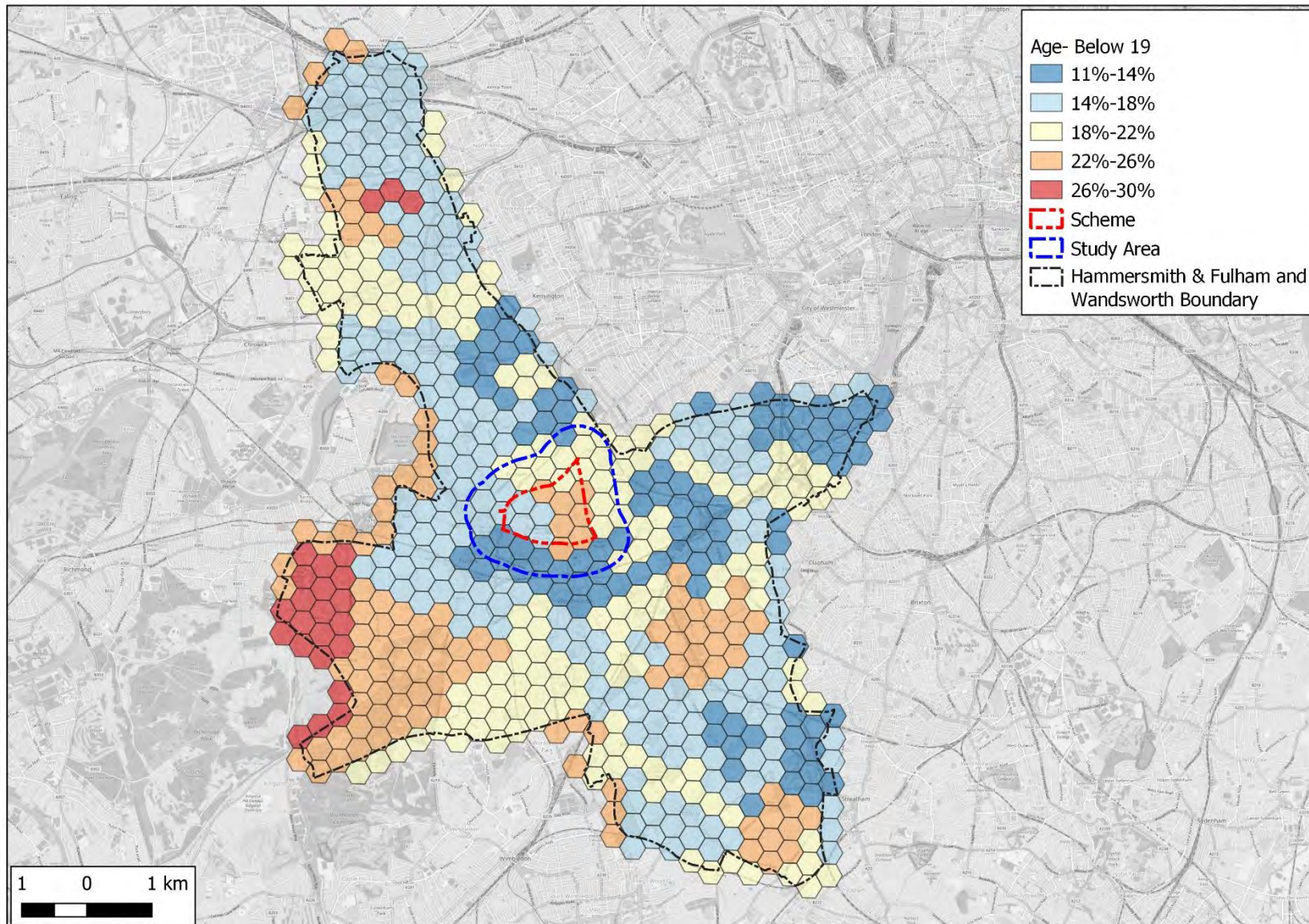
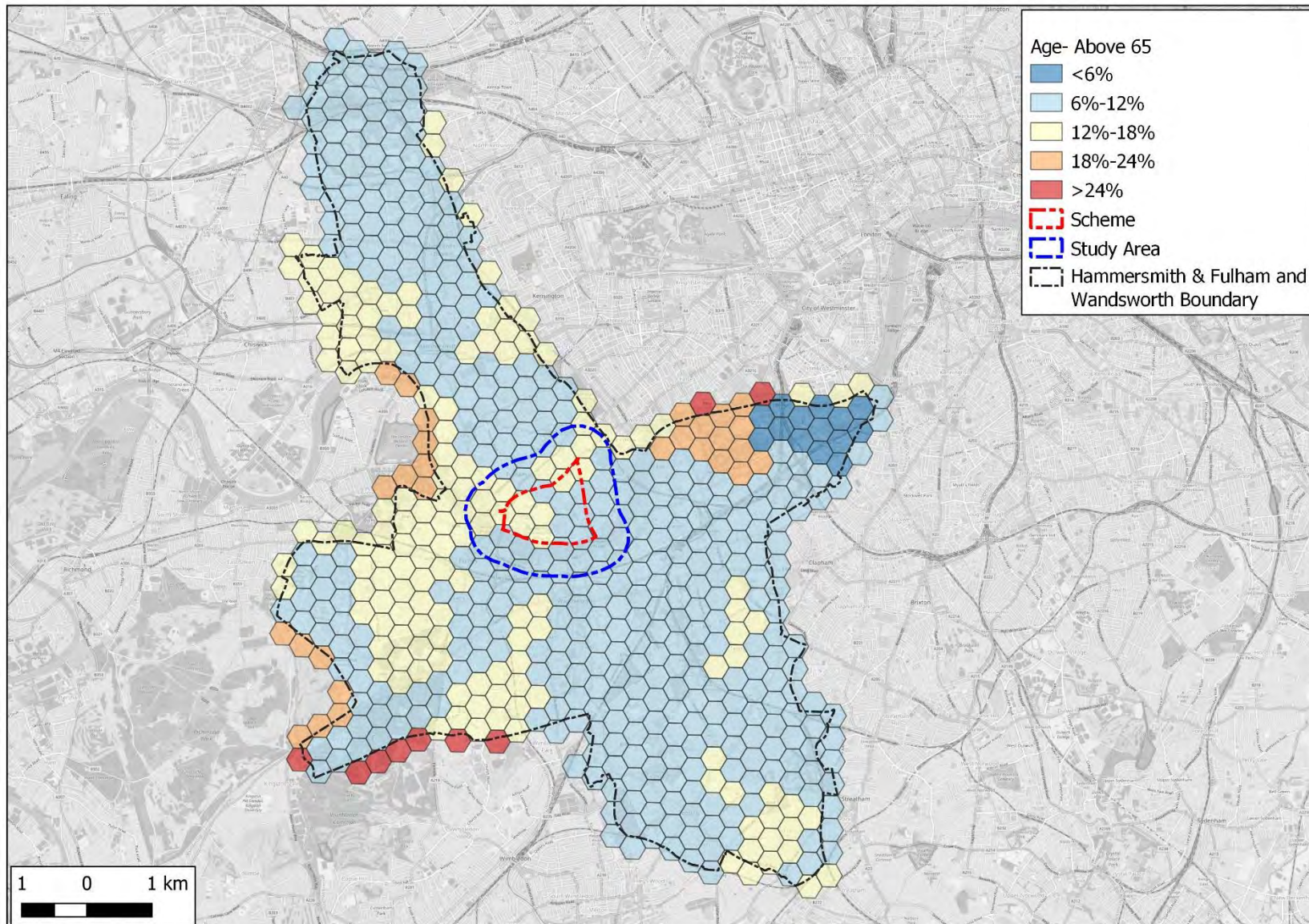


Figure 2: Population over 65 in the London Borough of Hammersmith and Fulham (Source: WSP, Census Data 2021)



It should be noted however, that this data does not represent all those affected by the proposals given the proximity to the neighbouring borough, Wandsworth, and the links the area offers to the wider London area and surrounding

counties. Other groups who are likely to be affected include those working in, visiting, and passing through the borough. With this in mind, it is important to consider travel patterns of both elderly and young people in the borough and more widely, London, to understand who is likely to be affected by the proposals.

Research by TfL has found that walking is the most frequently used mode of transport by older Londoners aged 65 and over, with 87% walking at least once a week, and 65% travelling by bus at least once a week². Fifty-one per cent of weekday journeys made by Londoners aged 65 and over are for shopping/personal business, while 30% are for leisure purposes. Similarly, walking is the most used mode of transport by younger Londoners, with 97% aged 24 and under walking at least once a week.

Table 2: Mode share to school by destination borough (Hammersmith & Fulham, 3-year average 2016/17-2018/19) (Source: TfL, 2021)³

| Age Group | Mode | | | | | | |
|----------------|------|-------------|-----|------------|-----|-------|------|
| | Rail | Underground | Bus | Taxi/other | Car | Cycle | Walk |
| 5 to 10 years | 0% | 6% | 24% | 0% | 22% | 0% | 48% |
| 11 to 17 years | 2% | 18% | 39% | 0% | 16% | 0% | 26% |

It is also important to acknowledge the intersectionality between age and disability. For example, research undertaken by Age UK shows that 52% of those aged 65 and over are disabled compared with only 9% under 64⁴. In Hammersmith and Fulham 10.8% of the school population receive SEN support⁵.

Further to this, elderly and young people are shown to be more vulnerable to poor air quality than the wider population. Research has shown that children living in London are particularly at risk of developing lifelong, chronic conditions, including poorly developed lungs, asthma, high blood pressure, inattention, and mental illness. Poor air quality can also affect those living in London into old age, increasing risk of stroke, dementia, cancer, multiple longer-term illness including respiratory and cardiovascular disease, and premature death⁶. Supporting this, UNICEF highlights that the most vulnerable people, including the young and old, are most at risk of the impacts of poor air quality⁷.

² <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

³ <https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding>

⁴ <https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/>

⁵ <https://www.lbhf.gov.uk/sites/default/files/2023-08/HF-SEND-Strategy-2023-2028-tagged-PDF-artwork.pdf>

⁶ <https://www.london.gov.uk/New%20review%20shows%20harmful%20health%20impacts%20of%20pollution%20before%20birth%20through%20to%20old%20age>

⁷ <https://www.unep.org/news-and-stories/blogpost/young-and-old-air-pollution-affects-most-vulnerable>

With regards to road safety, per thousand people, young adults aged between 16 and 30 are more frequently killed or seriously injured, and slightly injured, than any other age group⁸. Older people can also benefit from reduced traffic volumes, as they walk more slowly than others. This can be a problem when crossing the road as there is often not enough time for a safe crossing⁹. 40% of pedestrian deaths in Great Britain are people aged 60 and over, and the risk only increases with age. Concerns around road safety is a barrier to children playing outside their homes and undertaking local journeys on foot, such as to school, despite the benefits that it can have on children's mental and physical health. It can improve wellbeing and help children achieve the minimum recommended physical activity of one hour per day¹⁰, and can improve concentration in school too¹¹. Noise pollution, which high traffic volumes will increase, can negatively impact children's performance in school, which could be a problem given the number of schools within the Clean Air Neighbourhood.

Noting that 47% of journeys made by Londoners under the age of 25 are for education, several educational facilities have been identified as sensitive receptors within the scheme area:

- Hurlingham Academy
- Lycée Francais Ecole Marie D'Orliac
- Millie's House Nursery & Preschool
- Puffins Nursery School
- Sand's End Pre-School
- Sullivan Primary School
- The Robin Montessori
- Thomas's Fulham

These educational facilities have been identified within the study area:

- All Saints C of E Primary School
- Brandlehow School
- Burlington House School
- Evergreen Primary School
- Fulham Pre-Prep
- Holy Cross Catholic Primary School

⁸ <https://content.tfl.gov.uk/inequalities-in-road-danger-in-london-2017-2021.pdf>

⁹ https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf

¹⁰ <https://tfl.gov.uk/info-for/media/press-releases/2018/august/tfl-research-shows-that-walking-or-cycling-to-school-could-take-254-000-cars-off-london-s-roads-each-day#:~:text=This%20increased%20traffic%20has%20an,of%20one%20hour%20per%20day.>

¹¹ <https://www.sciencenordic.com/children-and-adolescents-denmark-exercise/children-who-walk-to-school-concentrate-better/1379550>

- Hurlingham School – Prep School
- L'École des Petits
- Lady Margaret School
- Langford Primary School
- LEYF – Wandsworth Bridge Nursery & Pre-School
- Ormiston Courtyard Academy
- Parsons Green Prep School
- Priory Lodge School
- Thomas's Academy
- Yume Wandsworth Nursery & Preschool

In addition to educational facilities, a number of other sensitive receptors within the study area have been identified with regards to age, including healthcare facilities and pharmacies as well as residential homes for the elderly. These include:

Healthcare:

- Ashbourne Healthcare Services
- Basuto Medical Centre
- Beyond Health
- Bridge Health Centre for Health
- Cardinal Clinic
- Sands End Health Clinic
- The Fulham Medical Centre

Pharmacies include Day Lewis Pharmacy Fulham, C E Harrod Chemist, Oza Chemist, and Boots.

Residential Homes:

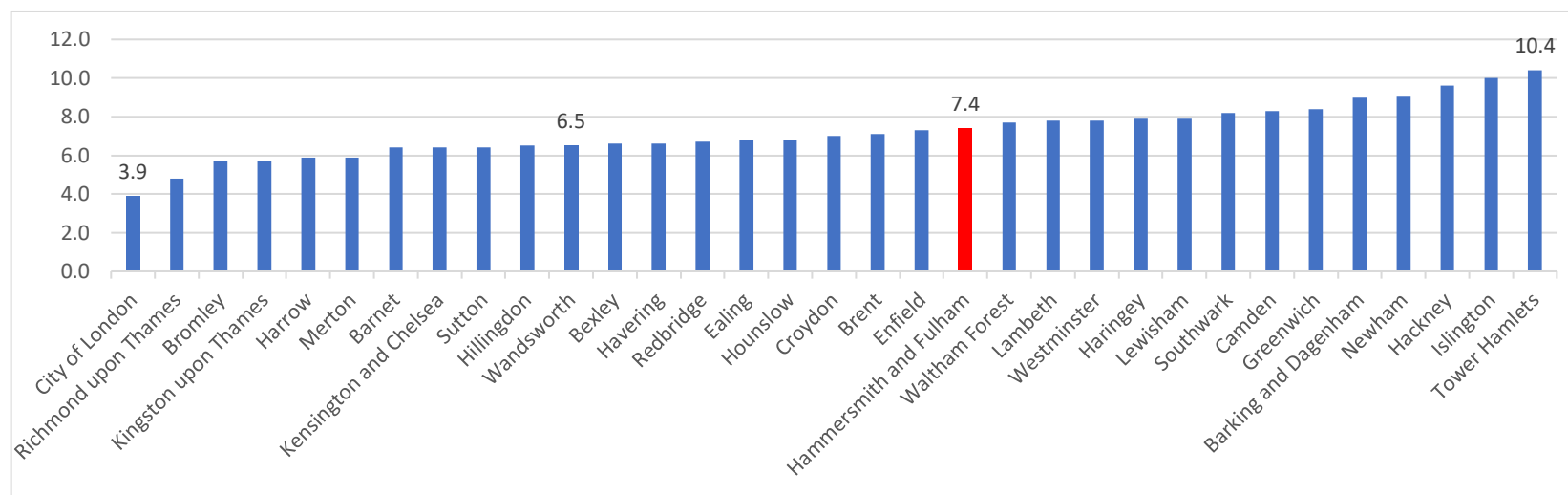
- Abbeyfield House
- Cambus Lodge
- Harwood Road Care Home
- Riverstone Fulham
- Yarrow Housing

Maps showing the locations of sensitive receptors serving members of this protected characteristic group is shown in Appendices D, and F.

Disability:

7.4% of Hammersmith and Fulham residents are considered to be disabled under the Equality Act 2010 where their day-to-day activities are limited a lot. In addition to this, 8.1% of Hammersmith and Fulham residents are considered to be disabled under the act with their day-to-day activities limited a little¹². Figure 3 shows the percentage of Hammersmith and Fulham residents who considered their day-to-day activities to be limited by disability or long-term illness compared to other London boroughs.

Figure 3: Disabled under the Equality Act: Day-to-day activities limited a lot (Source: Census Data 2021)



Figures 4 and 5 provide an overview of disability across the London Borough of Hammersmith and Fulham, the London Borough of Wandsworth, and the key study area.

¹² <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021>

Figure 4: Disabled under the Equality Act: Day-to-day activities limited a lot in Hammersmith & Fulham and Wandsworth (Source: WSP, Census Data 2021)

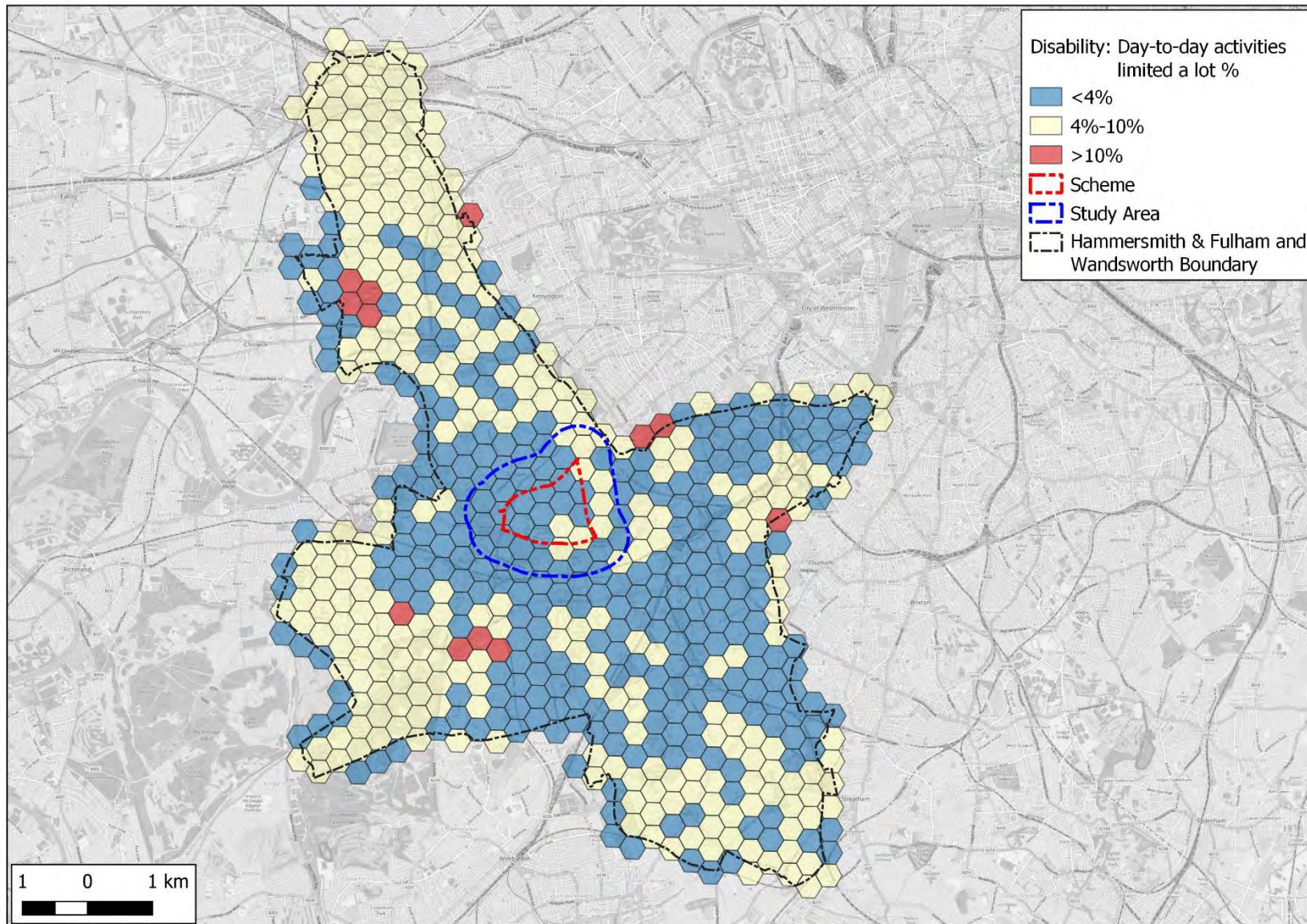
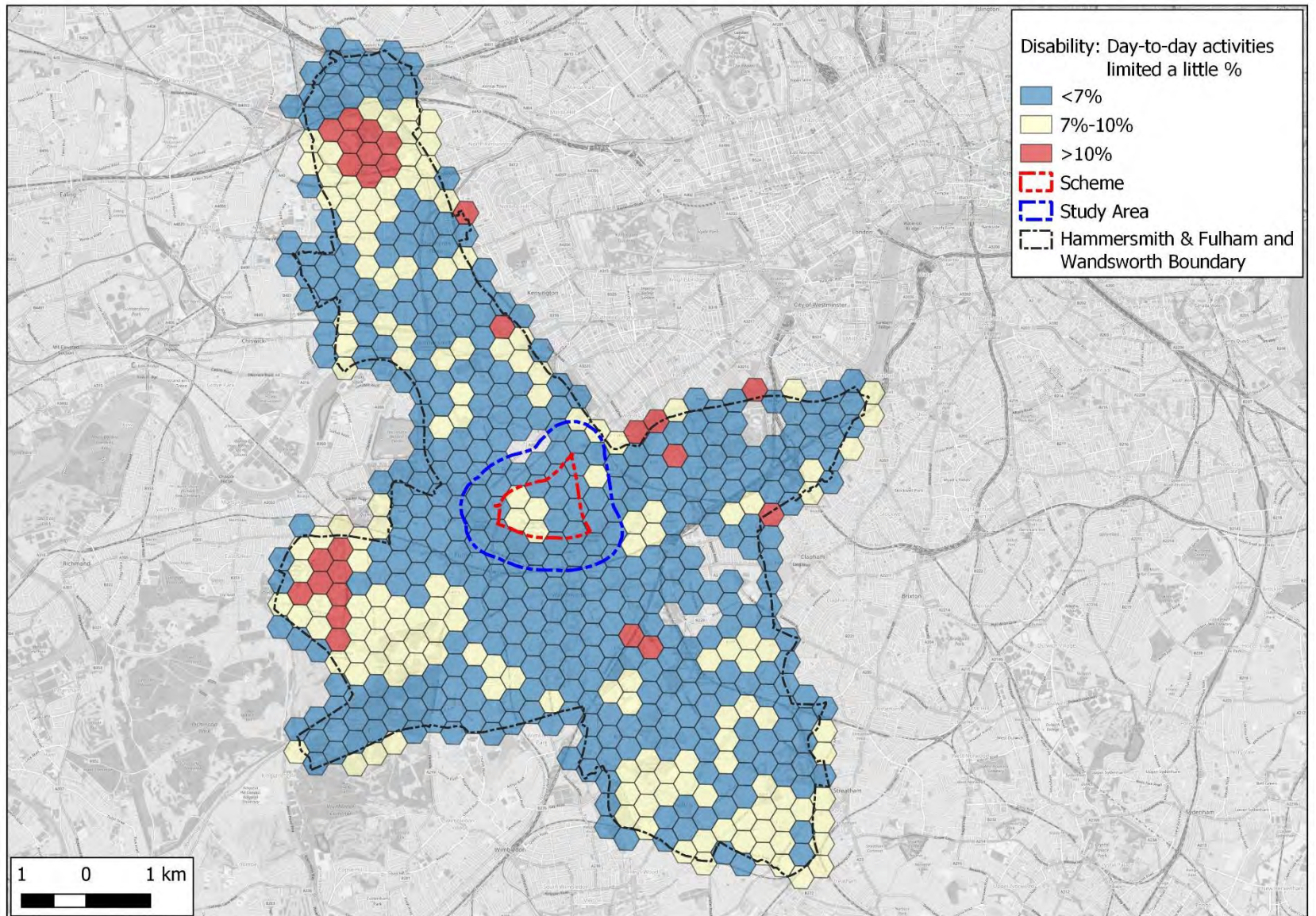


Figure 5: Disabled under the Equality Act: Day-to-day activities limited a little in Hammersmith & Fulham and Wandsworth (Source: WSP, Census Data 2021)



As mentioned above, it should be noted that this data does not represent all those affected by the proposed scheme given the location of the scheme and its proximity to Wandsworth Bridge, which means that people from outside the area are likely to travel through or to the area. Given that the area is likely to be visited by individuals living outside of the borough, it is important to note that approximately one in ten individuals are estimated to be neurodivergent in

Greater London (equating to approximately 900,000), and one-tenth of those are possibly autistic¹³. Further to this, there are over 2 million people in the UK living with sight loss¹⁴ and the Royal Institute for Blind People (RNIB) report that walking is the main mode of travel for blind and partially sighted people, many of whom will have fewer transport options available to them than others¹⁵. Data from the Royal National Institute for Deaf People (RNID) also shows that one in five adults in the UK are deaf, having hearing loss or tinnitus¹⁶.

Looking at London more widely, statistics show that 14% of Londoners currently consider themselves to have a disability that impacts their day-to-day activities 'a little' or 'a lot', and this is expected to rise to 17% by 2030¹⁷. Further to this, walking/wheeling is the main mode of travel for disabled Londoners, with 78% reporting they walk at least once a week.

As above, it is also important to acknowledge the intersectionality's with disability and other protected characteristics such as age, with 52% of those aged 65 and over in London disabled compared with only 9% under 64¹⁸.

Disabled people are five times more likely to be injured as a pedestrian than non-disabled people, reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability¹⁹. Those with disabilities are also more vulnerable to poor air quality.

Sensitive receptors:

There are several sensitive receptors within the scheme and study area which offer services more likely to be used by members of this protected characteristic group. These include:

Education facilities with SEN support:

- Burlington House School

Healthcare:

- Ashbourne Healthcare Services
- Basuto Medical Centre
- Beyond Health
- Bridge Health Centre for Health

¹³ <https://www.london.gov.uk/who-we-are/what-london-assembly-does/questions-mayor/find-an-answer/neurodiversity-london>

¹⁴ <https://www.rnib.org.uk/professionals/health-social-care-education-professionals/knowledge-and-research-hub/key-information-and-statistics-on-sight-loss-in-the-uk/>

¹⁵ <https://www.rnib.org.uk/professionals/health-social-care-education-professionals/knowledge-and-research-hub/reports-and-insight/travel-transport-and-mobility/>

¹⁶ <https://rnid.org.uk/get-involved/research-and-policy/facts-and-figures/>

¹⁷ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/outcomesfordisabledpeopleintheuk/2021>

¹⁸ <https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/>

¹⁹ [National Travel Survey: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/national-travel-survey-2020)

- Cardinal Clinic
- Sands End Health Clinic
- The Fulham Medical Centre

Pharmacies include Day Lewis Pharmacy Fulham, C E Harrod Chemist, Oza Chemist, and Boots.

Residential Homes:

- Abbeyfield House
- Cambus Lodge
- Harwood Road Care Home
- Riverstone Fulham
- Yarrow Housing

Maps showing the locations of sensitive receptors serving members of this protected characteristic group is shown in Appendices D and F.

Gender Reassignment:

With regards to gender reassignment, Census data from 2021 indicates that 0.3% of people aged 16 years and over in Hammersmith and Fulham have a gender identify different from their sex registered at birth. This percentage is similar to England as a whole at 0.25%, however within England, the region with the highest percentage who reported that their gender identify was different from their sex at birth was London at 0.91%.

Sensitive Receptors:

There are no sensitive receptors in the study area which are specifically relevant to gender reassignment.

Marriage and Civil Partnership:

Of Hammersmith and Fulham residents aged 16 years and over, 56.5% said they had never been married or in a civil partnership in 2021, up from 55.9% in 2011. Just under one three people (30.9%) said they were married or in a registered civil partnership²⁰.

The increase in the percentage of people aged 16 years and over who had never been married or in a civil partnership was greater across London (2.1 percentage points, from 44.1% to 46.2%) than in Hammersmith and Fulham (0.6 percentage points). Across England, the percentage increased by 3.3 percentage points, from 34.6% to

²⁰ https://www.nomisweb.co.uk/sources/census_2021/report?compare=E09000013

37.9%. These figures include same-sex marriages and opposite-sex civil partnerships in 2021, neither of which were legally recognised in England and Wales in 2011. Same-sex marriages have been legally recognised in England and Wales since 2014 and opposite-sex civil partnerships have been recognised since 2019.

Sensitive receptors

There are several sensitive receptors within the study area, including different places of worship, where marriages and civil partnerships can take place:

- All Saints, Fulham
- Barclay Hall Christian Fellowship
- ChristChurch Fulham
- Holy Cross R C Church Office
- Our Lady of Perpetual Help Church
- St Dionis, Parsons Green
- St Mary's Church
- St Matthew's Church
- West London Islamic Cultural Centre Mosque

A map showing the places of worship in the study area serving members of this protected characteristic group is shown in Appendix E.

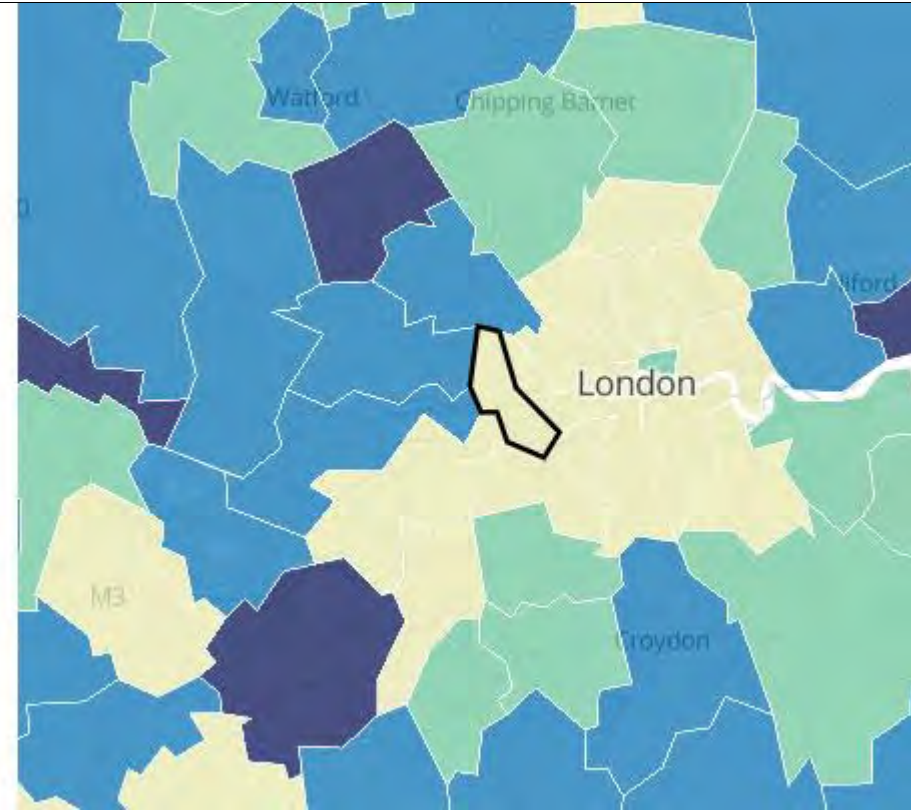
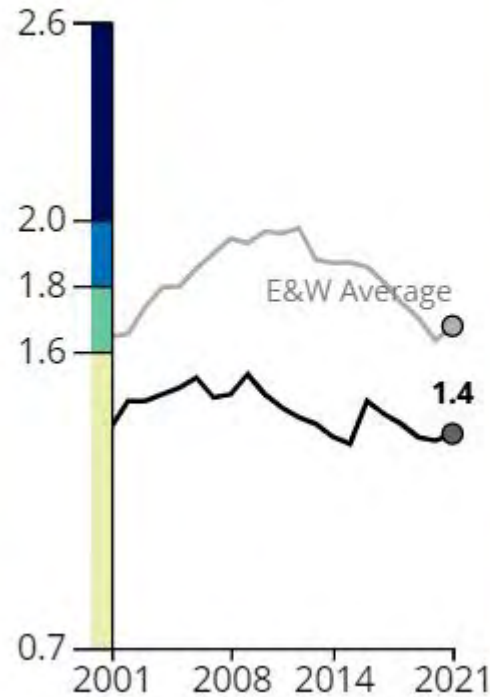
Pregnancy and Maternity:

ONS Conception Statistics provides conception numbers for Hammersmith and Fulham, recording 2,146 live births in the borough in 2021²¹. This equates to a total fertility rate (TFR) of 1.19. This aligns with the average for inner London boroughs (1.24) but is slightly lower than the TFR for England (1.62). Figure 6 shows how the TFR has changed over time in Wandsworth as well as a comparison with England and Wales.

Figure 6: TFR by Local Authority district, 2001 to 2021 (Source: Office for National Statistics)

²¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsummarytables>

Children per woman



As mentioned above, it should be noted that this data does not represent all those affected by the proposed scheme given the location of the scheme and its proximity to Wandsworth Bridge, which means that people from outside the area are likely to travel through or to the area.

Research undertaken by Imperial College London highlights that poor air quality can have a detrimental effect on pregnant mothers and their unborn children. Pregnant mothers who are exposed to air pollution from London's busiest roads are more likely to give birth to babies that are underweight or smaller than they should be²². Research also shows noise pollution can have negative impacts on the health of pregnant women, with pre-eclampsia more common in those who have been exposed to higher levels of noise pollution²³.

Sensitive receptors

²² <https://www.imperial.ac.uk/news/183504/air-pollution-from-london-traffic-affecting/>

²³ <https://www.sciencedirect.com/science/article/abs/pii/S0269749118300988>

Facilities providing services for sensitive receptors in proximity to the proposed scheme which are most relevant to pregnancy and maternity are noted below. Note that none of these services specialise in pregnancy and maternity healthcare:

- Ashbourne Healthcare Services
- Basuto Medical Centre
- Beyond Health
- Bridge Health Centre for Health
- Cardinal Clinic
- Sands End Health Clinic
- The Fulham Medical Centre

A map showing the healthcare locations in the study area serving members of this protected characteristic group is shown in Appendix F.

Race:

Census data from 2021 shows the percentages of the population who identify as a particular ethnicity. The ethnicity breakdown for London Borough of Hammersmith and Fulham compared to London, and a small study area, approximately 500m, around the scheme, is detailed in Table 3 below.

Table 3: Ethnicity breakdown

| Ethnicity | Study Area | London Borough of Hammersmith and Fulham | London |
|---|-------------------|---|---------------|
| White | 75% | 63.2% | 53.8% |
| Asian, Asian British or Asian Welsh | 8% | 10.5% | 20.7% |
| Black, Black British, Black Welsh, Caribbean or African | 6% | 12.3% | 13.5% |

| | | | |
|---------------------------------|----|------|------|
| Mixed or Multiple ethnic groups | 6% | 6.7% | 5.7% |
| Other ethnic group | 5% | 7.3% | 6.3% |

The figures in Table 3 above show that the majority of the population is White in London Borough of Hammersmith and Fulham (63.2%), and the study area (75%), with the second largest ethnic groups classed as Asian/Asian British (8% in the study area)²⁴. The Black population in the study area is lower than the London average. The Figures below illustrate these demographics further.

Figures 7 to 10 below illustrate the distribution of different ethnicities across the two boroughs.

Figure 7: Ethnicity under the Equality Act: Percentage of people identified as Black (Source: WSP, Census Data 2021)

²⁴ https://www.nomisweb.co.uk/sources/census_2021/report?compare=E09000013
LBHF EIA Tool

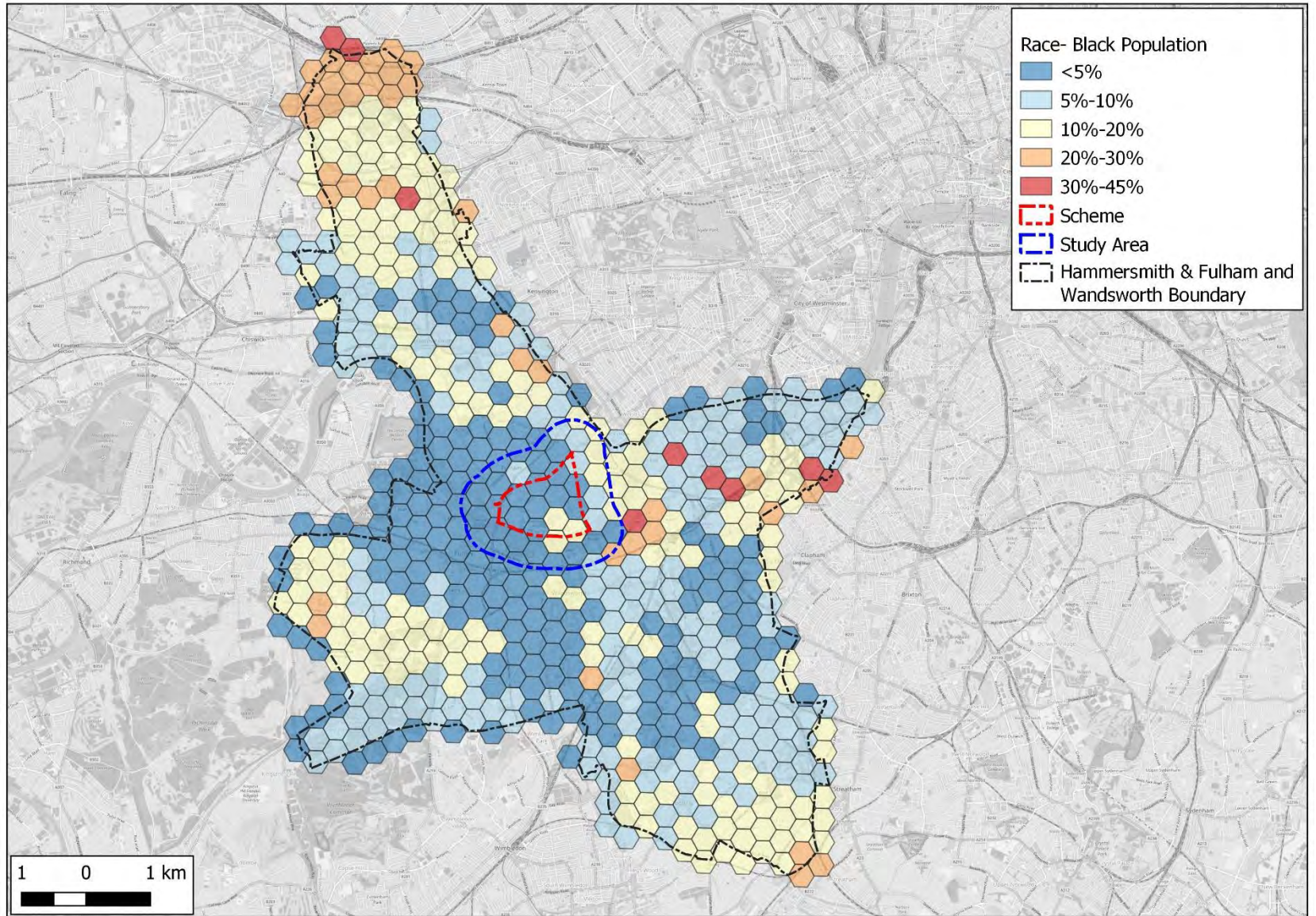


Figure 8: Ethnicity under the Equality Act: Percentage of people identified as Asian (Source: WSP, Census Data 2021)

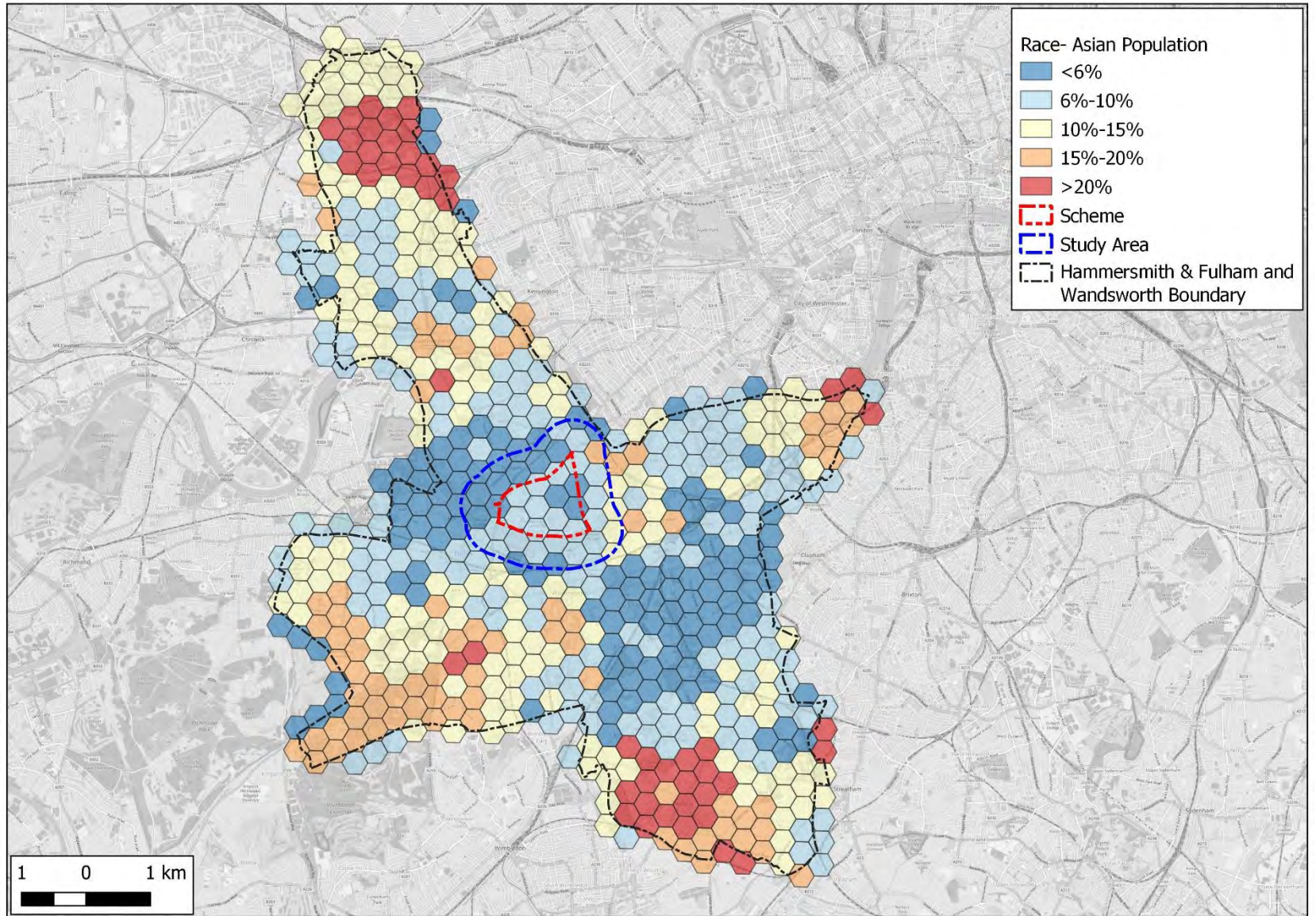


Figure 9: Ethnicity under the Equality Act: Percentage of people identified as Mixed race (Source: WSP, Census Data 2021)

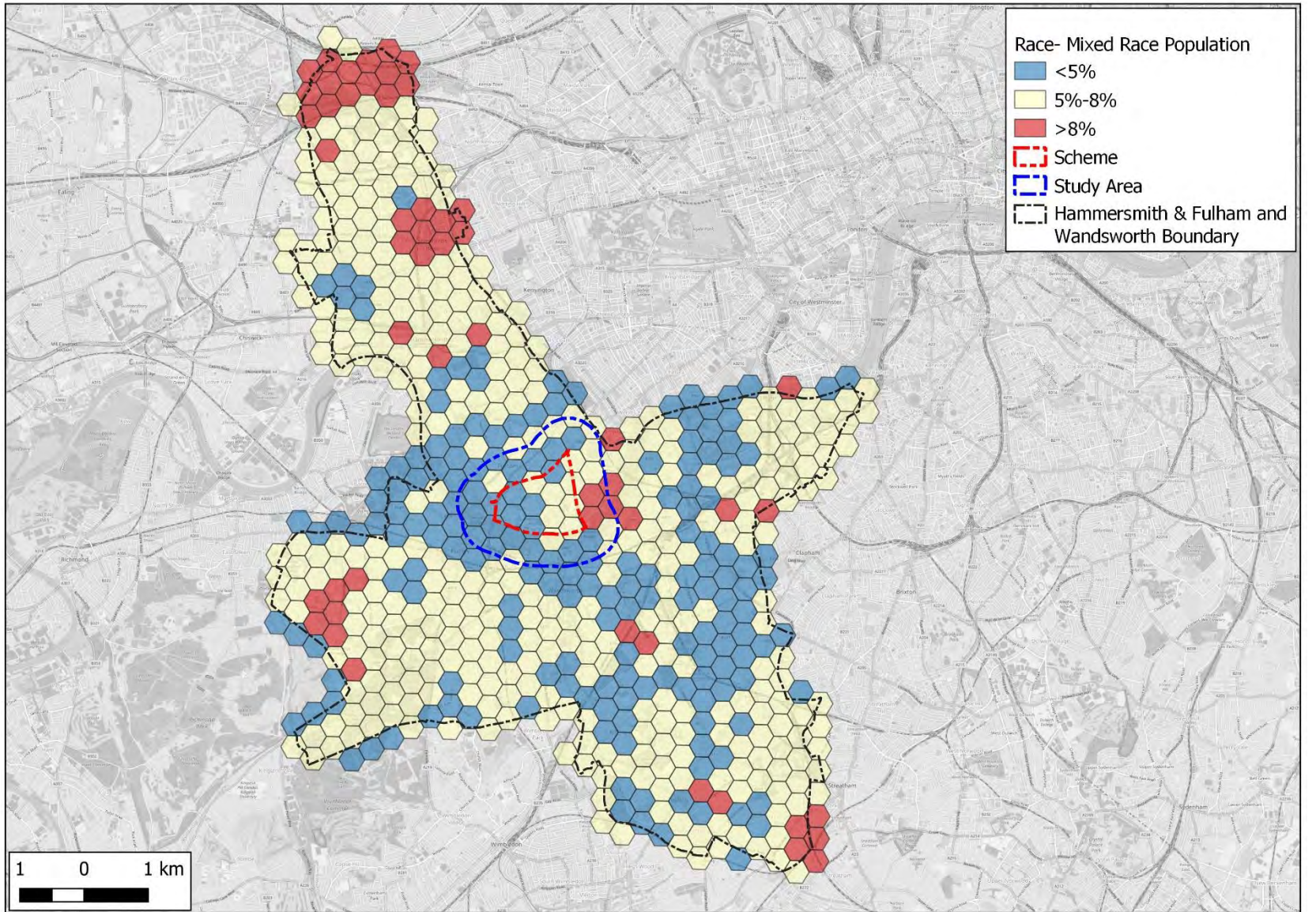
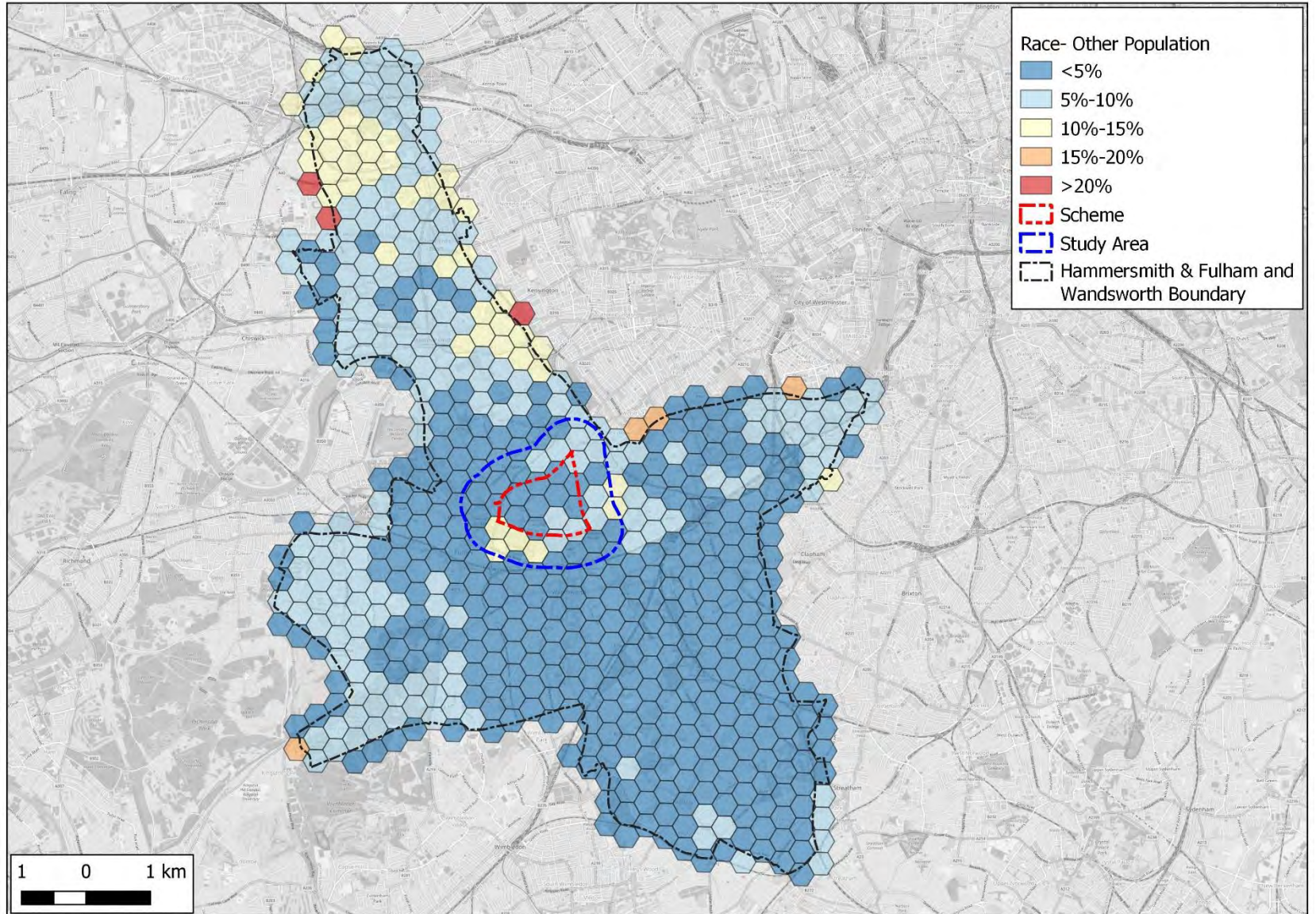


Figure 10: Ethnicity under the Equality Act: Percentage of people identified as Other race (Source: WSP, Census Data 2021)



As mentioned above, it should be noted that this data does not represent all those affected by the proposed scheme given the location of the scheme and its proximity to Wandsworth Bridge, which means that people from outside the area (who are likely to travel through or to the area) may also be affected.

Walking is the most commonly used type of transport by BAME Londoners, alongside the bus. Cycling levels tend to be lower amongst BAME population than other ethnic groups²⁵. As the scheme is due to improve walking and cycling conditions, it is likely that this will impact positively on BAME Londoners.

Sensitive receptors

There are no sensitive receptors in the study area which are specifically relevant to race.

Religion and belief:

Census 2021 data shows the percentages of the population who identify with a particular religion. The religion breakdown taken from Census 2021 for London Borough of Hammersmith and Fulham compared to London, and a small study area around the scheme, is detailed in Table 4 below. Given the size of the borough, this study area has been identified to provide a more local understanding of the ethnicity profile.

Table 4: Religion breakdown

| Religion | Study Area | London Borough of Hammersmith and Fulham | London |
|-------------|------------|--|--------|
| No Religion | 32% | 30.6% | 27.1% |
| Christian | 49% | 45.7% | 40.7% |
| Buddhist | 1% | 0.9% | 0.9% |
| Hindu | 1% | 1.2% | 5.1% |
| Jewish | 1% | 0.7% | 1.7% |

²⁵ <https://content.tfl.gov.uk/barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf>

| | | | |
|----------------|----|-------|-------|
| Muslim | 7% | 11.6% | 15.0% |
| Sikh | 0% | 0.2% | 1.6% |
| Other religion | 1% | 0.7% | 1.0% |

The majority of the population of the study area identify as Christian (49%), which is higher than the Hammersmith and Fulham (45.7%) and London average (40.7%). The second highest of the population identify as having no religion and the third highest proportion of the population identify as Muslim. This aligns with the Hammersmith and Fulham and London averages.

Figures 11 and 12 show the distribution of religious groups across the two boroughs.

Figure 11: Religion: Percentage of people identified as Christian (Source: WSP, Census Data 2021)

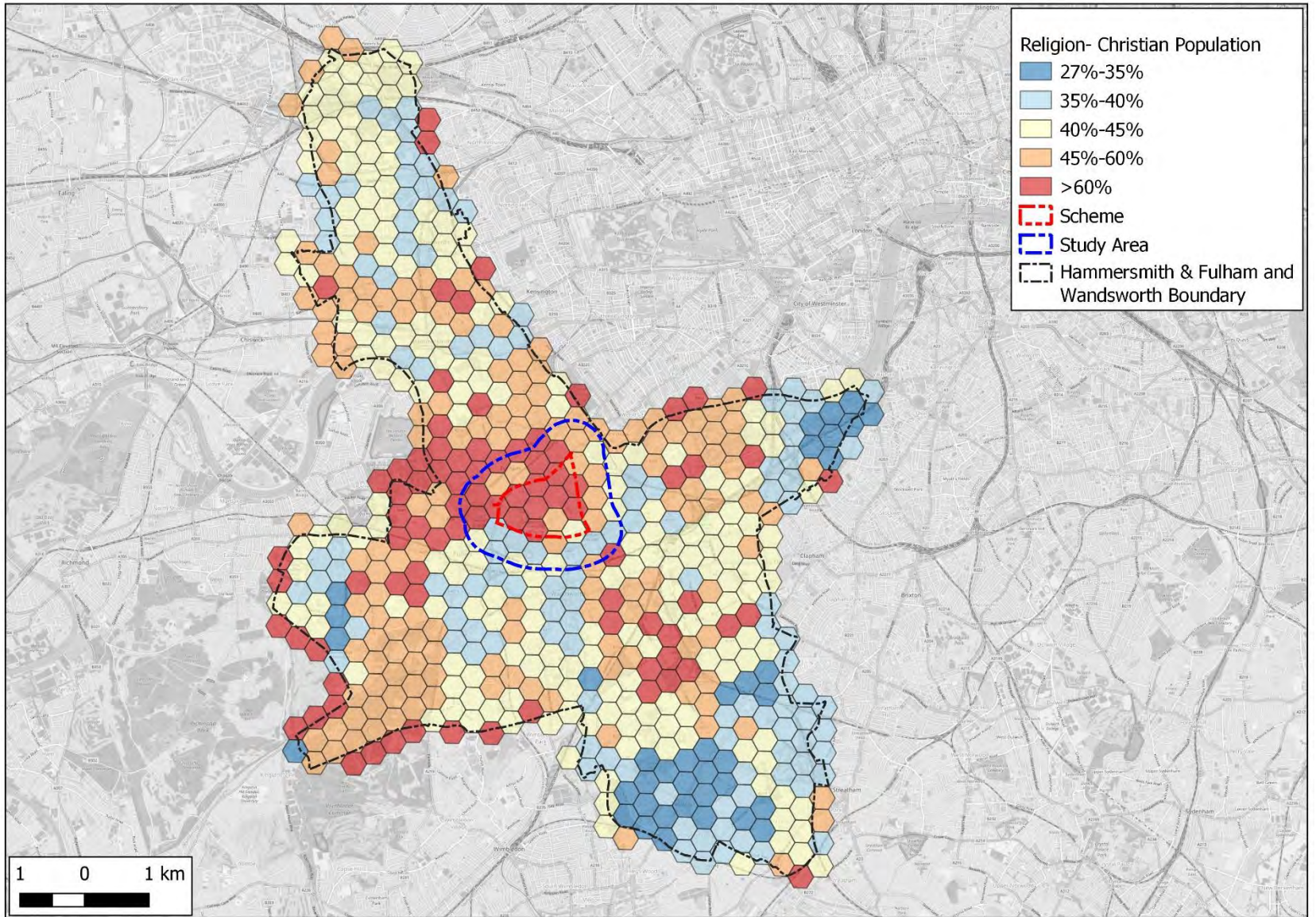
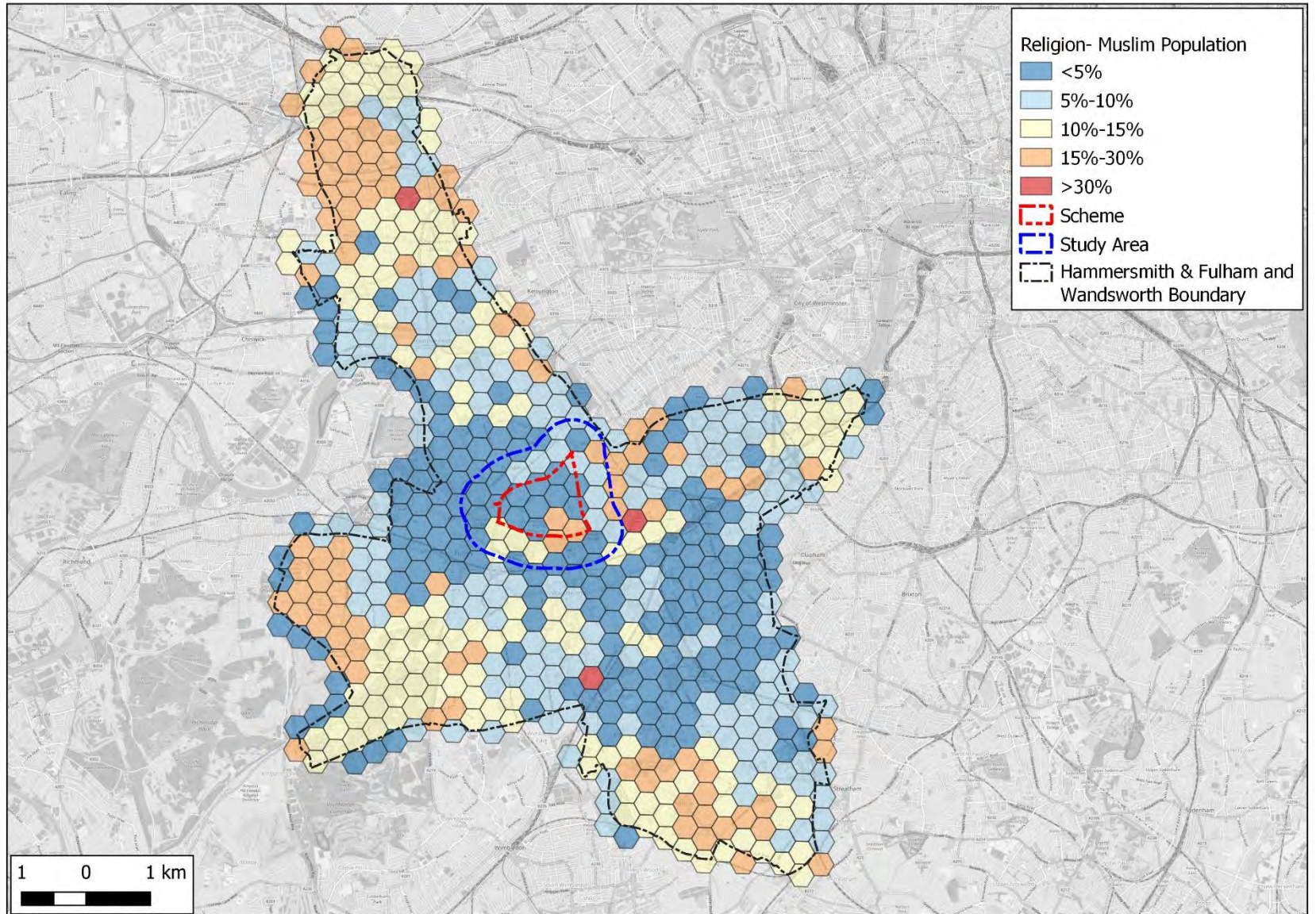


Figure 12: Religion: Percentage of people identified as Muslim (Source: WSP, Census Data 2021)



As mentioned throughout, it should be noted that this data does not represent all those affected by the proposed scheme given the location of the scheme and its proximity to Wandsworth Bridge, which means that people from outside the area are likely to travel through or to the area, could also be affected.

Individuals belonging to religious groups may need to travel further to visit places of worship, these trips are generally more infrequent (once or a couple times a week) although noting that some religious groups visit places of worship more regularly, particularly at certain times of the day, week, and year when they will want to attend services, prayers and other religious gatherings and celebrations. Those from minority faiths including Buddhism, Hinduism, Islam, and Sikhism are likely to also be from ethnic minorities. Wider measures will also differentially impact women who belong to minority faith groups or beliefs who may face more barriers to travel.

Sensitive receptors

There are several places of worship in the study area, as mentioned above, serving members of this protected characteristic group as shown in Appendix E.

Sex:

The Census 2021 reported that females comprised 53.1% of the population in Hammersmith and Fulham, whereas males comprised 46.9%²⁶. This shows there is a higher proportion of females to the national average which shows males comprising 49% of the population and females 51%, as well as the London average which shows males comprising 49% of the population and females 51%²⁷.

The range of industries and workplaces in and around the Clean Air Neighbourhood is likely to attract a mix of both female and males to the area. There are a number of educational (see Appendix D) and healthcare facilities (see Appendix F) close to the scheme, as well as retail (Wandsworth Bridge Road and New Kings Road), and green spaces in the study area (South Park, Hurlingham Park and Eel Brook Common).

Looking at London as a whole, walking is the most commonly used type of transport by women (95% walk at least once a week), followed by bus (63%) and car as a passenger (51%)². Women are more likely than men to be travelling with buggies and/or shopping and this can affect transport choices. Women aged 17 or over who are living in London are less likely than men to have a full driving licence or have access to a car. Londoners over 80 are much more likely to be women than men². Reflecting the fact that more older Londoners are women than men, women are marginally more likely to be disabled.

²⁶ https://www.nomisweb.co.uk/sources/census_2021/report?compare=E09000013

²⁷ <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/genderidentity/bulletins/genderidentityenglandandwales/census2021>

Further research into travel behaviour shows that women tend to make more local, multi-stop, varied and encumbered journeys than men, usually including multiple trips a day using different modes. This is done to combine work with domestic and caregiving responsibilities. This is true in London where women make more weekday trips than men²⁸.

Safety is a common concern for women when using public space and public transport. Findings from YouGov's Women's Safety Survey (2022)²⁹ reports that 66% of women surveyed said they always, often, or sometimes feel unsafe walking alone at night, compared to 39% of men. 25% of women surveyed said they always, often, or sometimes feel unsafe walking alone in the daytime, compared to 10% of men. A similar picture is reported by UCL research which highlights that 40% of sexual assaults in London take place in public spaces including the transport network³⁰. Further to this, 38% of women feel unsafe sometimes or more frequently when travelling alone in a taxi or ride share³¹. Despite these concerns, many women choose to travel by taxi at night instead of taking public transport alone³².

Sensitive receptors

There are no facilities providing services to sensitive receptors in proximity to the proposed scheme which are of specific relevance to sex.

Sexual Orientation:

In Hammersmith and Fulham, 85% identify as straight or heterosexual, 3.1% of the population identify themselves as lesbian or gay, 1.8% say they are bisexual, 0.1% describe themselves as pansexual, 0.1% as asexual and 0.2% describe their sexuality as 'other'³³. For some LGBT people, there is a fear of intimidation and/or abuse which could affect their travel behaviour.

Sensitive receptors

There are no facilities providing services to sensitive receptors in proximity to the proposed scheme which are of specific relevance to sexual orientation.

²⁸ <https://www.london.gov.uk/>

²⁹ <https://yougov.co.uk/topics/society/articles-reports/2022/03/08/how-often-do-british-women-feel-unsafe-doing-day-d>

³⁰ <https://www.ucl.ac.uk/steapp/news/2020/mar/study-safety-londons-public-spaces-women-and-girls-released>

³¹ https://yougov.co.uk/society/articles/41407-how-often-do-british-women-feel-unsafe-doing-day-d?redirect_from=%2Ftopics%2Fsociety%2Farticles-reports%2F2022%2F03%2F08%2Fhow-often-do-british-women-feel-unsafe-doing-day-d

³² <https://www.transport.gov.scot/publication/womens-and-girls-views-and-experiences-of-personal-safety-when-using-public-transport/women-s-and-girls-reported-travel-patterns/>

³³ <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualorientationenglandandwales/census2021>

Deprivation:

The English Indices of Deprivation 2019 provide a set of relative measures of deprivation for small areas across England, based on seven domains of deprivation (income, employment, education, health deprivation and disability, crime, living environment and barriers to housing). These domains are combined to produce the overall Index of Multiple Deprivation (IMD). Hammersmith and Fulham was within the 50% most deprived Local Authorities (LAs) in England in 2019³⁴. This aligns with the unemployment in Hammersmith and Fulham which was 4.8% of the population between October 2022 and September 2023, the same as the London average and higher than the Great Britain average (3.7%)³⁵.

In line with many other London boroughs Hammersmith and Fulham ranks lowest for 'Living Environment', 'Barriers to Housing and Services', 'Crime', and 'Income'. However, Hammersmith and Fulham is not as deprived in the 'Education, Skills and Training', 'Health', and 'Employment' domains. Overall, 24% of the borough's population is income deprived³⁶. People who live in deprived areas are often more susceptible to the impacts of air pollution, potentially because they tend to reside in areas closer to busier roads and have poorer health in general.³⁷

A significant proportion of residents in the most deprived areas of the borough are interested in increasing their involvement in sport and physical activity. The biggest barriers to participation in these areas were 'too busy working' and 'cost involved'³⁸. Improving air quality and reducing traffic volumes on side streets can help to increase the appeal of active travel and physical activity.

Sensitive receptors

With regards sensitive receptors relevant to low-income households, there are social services and job centres located within the study area where high proportions of people from low-income households are likely to be concentrated:

- Fulham Job Centre
- Hammersmith and Fulham Food Bank
- The Bender Family Trust

New research

Annual data on offences for the South Fulham (east) area shows a greater reduction in offences in comparison to the whole of H&F:

³⁴ https://www.lbhf.gov.uk/sites/default/files/section_attachments/2019-imd-lbhf-infographic.pdf

³⁵ <https://www.nomisweb.co.uk/reports/lmp/la/1946157249/report.aspx>

³⁶ https://www.lbhf.gov.uk/sites/default/files/section_attachments/2019-imd-lbhf-report.pdf

³⁷ <https://www.sciencedirect.com/science/article/abs/pii/S0269749114005144?via%3Dihub>

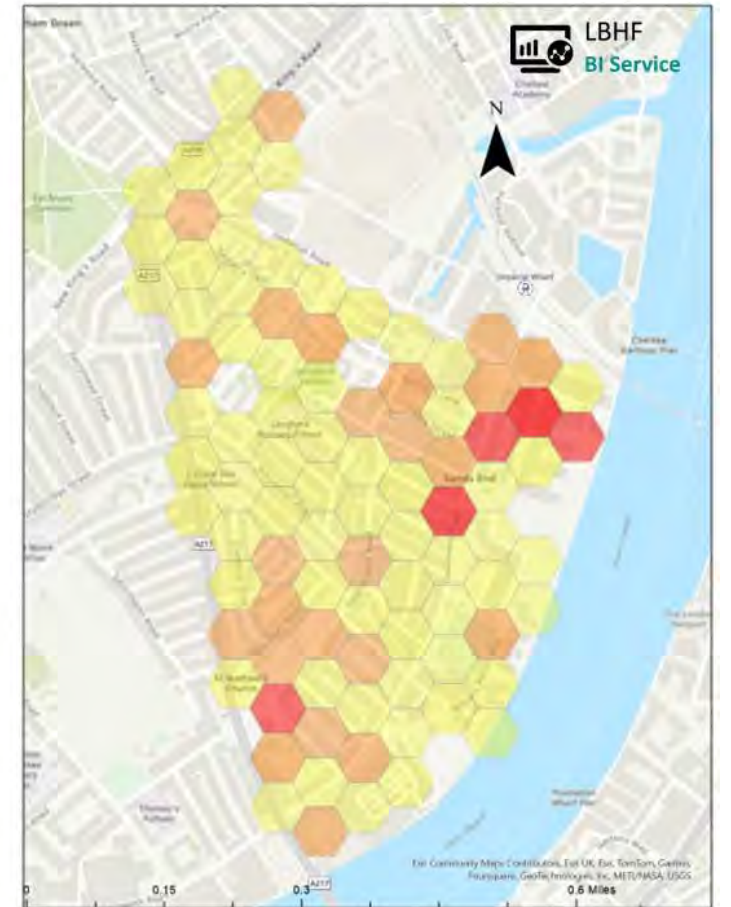
³⁸ https://www.lbhf.gov.uk/sites/default/files/section_attachments/hammersmith_and_fulham_physical_activity_strategy_nov_11_with_comments_tcm21-180788.pdf

South Fulham (east) Clean Air Neighbourhood

Offences in the clean neighbourhood area which went live in July 2019. Using the year prior to the scheme as a benchmarking, there has been lower levels of offences in the 4 years after, the largest decrease between July 2020 and June 2021 during the covid-109 pandemic.

Offences are concentrated around Imperial Wharf and Lensbury Avenue.

| | Clean Air Neighbourhood East Area | % change from year before scheme in East area | % change for all offences in H&F |
|-------------------|-----------------------------------|---|----------------------------------|
| July 18 - June 19 | 759 | | |
| July 19 - June 20 | 712 | -6% | -3% |
| July 20 - June 21 | 645 | -15% | -16% |
| July 21 - June 22 | 578 | -24% | -8% |
| July 22 - June 23 | 645 | -15% | -6% |



Section 04

Consultation

Consultation

Consultation in addition to statutory requirements have been followed throughout the project. See 'Consultation' section in main report.

Analysis of consultation outcomes

Following the introduction of temporary measures in South Fulham streets to the west of Wandsworth Bridge Road in February 2023, the London Borough of Hammersmith and Fulham has been undertaking full and extensive consultation for the entire 18-month trial period.

The council have created two email inboxes to allow residents, businesses, other individuals and groups, to share their comments and suggestions:

cleansouthfulham@lbhf.gov.uk

cleanairneighbourhood@lbhf.gov.uk

These correspondence and responses contribute to the EqIA through the identification of different issues to those living, working, and travelling through both the trial scheme and the surrounding area, including those relating to the different protected characteristics. As Wandsworth Bridge Road and New Kings Road are commercial areas with a number of different shops and restaurants, the views of existing local businesses have also played an important role in shaping the trial.

Emails were categorised into Positive, Negative, Query, PCN Appeal, and Wandsworth Bridge Closure. At the time of reporting, the council has received 1.743 emails to the two separate Clean Air Neighbourhood inboxes over the course of the scheme trial period. To note this does not include duplicate emails received from the same recipient regarding the same theme. Approximately 57% of emails were received from residents of the Borough, whereas 29% were received from non-residents, and 14% from businesses. Overall, responses show that approximately 19% of all emails have been positive towards the scheme, 43% have been negative towards the scheme, and 38% were queries.

Every email has been categorised by the different themes that they referred to. Note that many emails cover more than one theme, all of which are recorded.

- Access Permits
- Air Quality & Pollution
- Blue Badge Exemptions
- Business Permits
- Camera Locations
- Consultation Process
- Customer Access
- Electric Vehicle Exemptions
- Impact on Businesses
- Members Clubs
- Money Making Scheme
- New Kings Road to Wandsworth Bridge Road Right-Turn
- PCNs and Penalties
- Private Roads
- RingGo
- Sat Navs
- Signage
- Taxis and Private Hire Vehicles

- Traffic Volumes
- Visitor Permits
- Wandsworth Bridge
- Zipcar and Car Clubs
- Other

The 'Other' category included responses regarding themes such as:

- Climate
- Disability
- Elderly
- Public Transport Travel Times
- Women's Safety

The leading themes within the positive emails are Traffic Volumes, in 88% of emails, followed by Air Quality/Pollution in 7%. Many residents, including residents' associations, contacted the inbox to describe the positive changes to the streets included in the scheme, including a reduction in motor vehicles and improved air quality, referencing the benefits on children and young families.

The leading theme for queries was Visitor or Access Permits at 23%, followed by RingGo queries at 21%. As RingGo is used to supply Visitor Permits it is likely that many of the emails referred to both themes in their emails. Business Permits were also cited frequently in the query emails, especially in the initial months of the scheme. The council responded to this by holding meetings with local businesses and supplying each business with a dedicated tablet that allowed businesses to provide Visitor Permits to enable customer access.

The leading theme in the negative emails was Traffic Volumes, at 33%. Most of these emails are referencing the increase in traffic along Wandsworth Bridge Road. The Consultation Process/Programme and Air Quality/Pollution were the next leading themes, at 13% and 14% respectively. The Impact on Businesses was frequently cited as an issue too. As mentioned above the council addressed these concerns early in the scheme. The final theme that is worth noting is Electric Vehicle Exemptions, at 2%. Several emails were questioning the lack of exemptions for electric vehicles, given that the scheme is cited as a Clean Air scheme and electric vehicles do not produce pollutants. The response given was that these vehicles still contribute to congestion, therefore they contribute to the increased levels of pollution on the side streets.

As the scheme has bedded in and the benefits of the trial realised, the overall sentiment towards the scheme amongst residents of the Borough has changed. An analysis of residents' emails from December 2022 to January

2023 and December 2023 to January 2024 demonstrates that the number of Queries and Negative emails has decreased, whilst the number of Positive emails has increased. This is shown in Figure 13 and Table 5.

Figure 13: Resident Sentiment Over Time

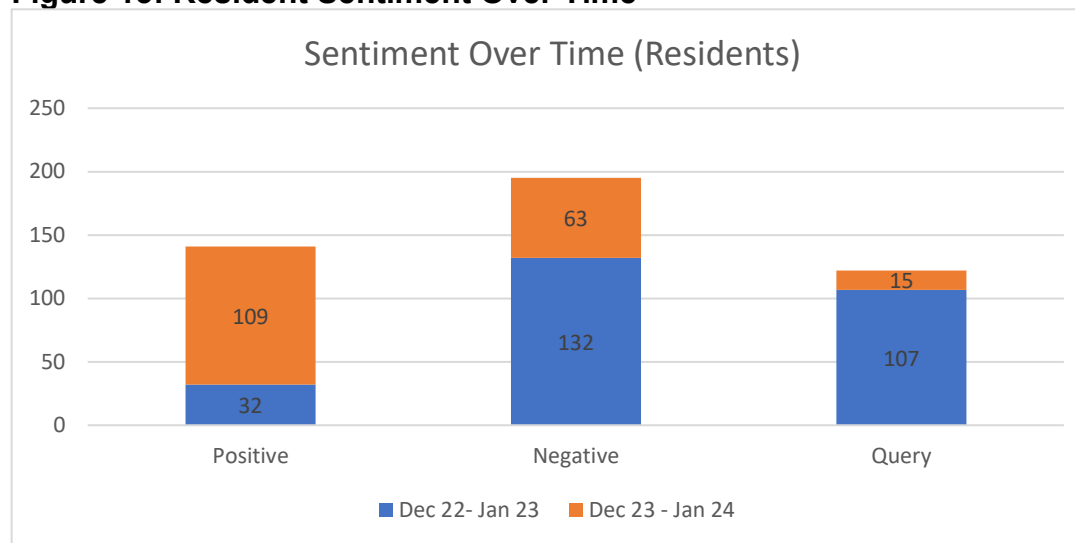


Table 5: Resident Sentiment Over Time

| | Positive | Negative | Query | Total |
|------------------------------|----------|----------|--------|-------|
| December 2022 – January 2023 | 32 | 132 | 107 | 271 |
| | 11.81% | 48.71% | 39.48% | 100% |
| December 2023 – January 2024 | 109 | 63 | 15 | 187 |
| | 58.29% | 33.69% | 8.02% | 100% |

In addition to the emails received, the council has also received 11 Letters of Support from residents, street-by-street, asking for the scheme to be made permanent, which include a total of 624 signatures.

A timeline can be summarised as below:

In July 2023, Opinium, one of Britain's leading pollsters and market research agencies, carried out representative sampling opinion polling of residents in the Clean Air Neighbourhood trial area. This includes questions about disabilities and health conditions.

On 7 September 2023 the Cabinet Member for the Public Realm held a remote meeting with business and resident groups across South Fulham to discuss the trial's progress, in relation to businesses

On 21 January 2024 Opinium launched its boroughwide survey into Clean Air Neighbourhoods and other green initiatives, commissioned by Hammersmith and Fulham. This is live until 2nd February. They are also opinion polling the rest of the borough. The whole borough will have been offered the chance to take part in the survey, and representative opinion polling will also have been done for the whole borough. Opinium will analyse the data and summarise the findings (see separate report of results Appendix 2). All addresses south of Fulham Road had a info-card delivered to them by Royal Mail, informing them of how to take part in the survey.

The results of the polling show;

- 59 per cent of residents in the Clean Air Neighbourhood trial area either strongly supported or supported the general principle of reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs (“the general principle”). 20 per cent were either strongly opposed or opposed.
- 58 per cent of residents in the rest of the borough either strongly supported or supported the general principle. 22 per cent were either strongly opposed or opposed.

The results of the survey show;

- 65 per cent of residents in the Clean Air Neighbourhood trial area either strongly supported or supported the general principle of reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs. 29 per cent were either strongly opposed or opposed.
- 45 per cent of residents in the rest of the borough either strongly supported or supported the general principle. 46 per cent were either strongly opposed or opposed.
- 52 per cent of all respondents (both residents and businesses) across the whole borough either strongly supported or supported the general principle. 40 per cent were either strongly opposed or opposed.
- 34 per cent of businesses in the trial area either strongly supported or supported the general principle of reducing the amount of out-of-borough traffic using neighbourhood streets as cut-throughs. 59 per cent were either strongly opposed or opposed.

- 34 per cent of businesses in the rest of the borough either strongly supported or supported the general principle. 57 per cent were either strongly opposed or opposed.

| Section 05 | Analysis of impact and outcomes |
|------------|--|
| Analysis | <p>What has your consultation (if undertaken) and analysis of data shown? You will need to make an informed assessment about the actual or likely impact that the policy, proposal, or service will have on each of the protected characteristic groups by using the information you have gathered. The weight given to each protected characteristic should be proportionate to the relevant policy (see guidance).</p> <p>Age:</p> <p>Results from modelling and traffic counts indicate that the scheme has contributed to area wide traffic reduction, in turn improving air quality and road safety, as well as conditions for walking, cycling, and wheeling, both within the scheme and in the area surrounding it. As outlined in the Cabinet Report, total number of vehicles crossing Wandsworth Bridge Road reduced on average by 7000 per day and whilst the scheme did redistribute traffic around the streets, with some getting less and others slightly more, overall, the total volumes in the area went down.</p> <p>Subsequently, by reducing the dominance of motor vehicles, the scheme contributes towards a safer, more pleasant environment for active travel. This is particularly beneficial for the elderly and young as walking is the most frequently used mode of transport by both groups², and research by Age UK has shown that safety is one of the key concerns for older people with regards to travel³⁹. Air quality improvements brought about by a reduction in motor vehicles is also beneficial for the elderly and young given they are more vulnerable to poor air quality than the wider population Error! Bookmark not defined.</p> <p>As shown in Appendix D, there are a number of schools located within the scheme and the surrounding study area, therefore we expect a high proportion of young people will be travelling to, through and around the scheme, all of which will benefit from improvements to air quality, road safety and conditions for active travel. Children attending schools in the area are likely to benefit from the reduction in noise pollution resulting from area wide traffic reduction and evaporation as research has shown that noise can have a negative impact on concentration and performance at school⁴⁰.</p> <p>Further to this, traffic danger is the number one concern for parents when considering independent travel for their child⁴¹, therefore by removing rat-running through traffic, the scheme should help to support independent, active</p> |

³⁹ [rb_june15_the_future_of_transport_in_an_ageing_society.pdf\(ageuk.org.uk\)](#)

⁴⁰ <https://www.independent.co.uk/news/uk/barcelona-b2092940.html>

⁴¹ <https://playingout.net/play-streets/impact-overview/play-streets-active-travel/>

travel to school. This reduction in through traffic should also allow children to play outside near their home, fostering a sense of community and reallocating space for people rather than cars. This has been supported by feedback from residents, including residents' associations, who have cited the safer, cleaner streets which are particularly beneficial to children and young families (see Section 04).

LBHF have carefully designed this scheme to ensure that residents are able to access the same services and care as done prior to the scheme, whilst also ensuring the scheme meets its objectives to remove through traffic from the area. Black cabs, buses, emergency vehicles, and local H&F registered mini cabs can go through the cameras within penalty. Carers, healthcare workers and specialist services supporting residents, services commonly relied on by the elderly, are also permitted to register with the council for automatic free access through the cameras.

Some elderly residents and visitors may use other PHV services such as Uber who were reported to be refusing to pick up or drop off residents/visitors in the area and asking passengers to alight some distance from home. This can be an issue for the elderly who are more likely to have limited mobility and/or a disability. In response, LBHF have investigated and tested Uber services to and from the scheme zone, which revealed that the issue came down to individual driver choice on pick-ups and set downs in the area. The council has since worked with Uber to reduce issues experienced by residents whilst stressing that all streets can be accessed without going through a camera. Further measures such as information packs have been provided to Uber Drivers and Uber has developed a routing software to highlight the correct routes for drop off and pick up through the restrictions. Since the introduction of this software, the volume of issues raised regarding this has significantly reduced (see Cabinet Report for full details).

Some elderly residents and visitors experienced complications using the RingGo app during the initial scheme launch. In response to this and recognising that some residents do not use apps or the internet, LBHF have set up a seven-day hotline service to support bookings and access.

Disability:

The reduction in motor vehicles and the associated improvements to air quality, road safety and active travel discussed above are also beneficial to those with disabilities. This is because 78% of disabled Londoners walk/wheel at least once a week, and those with disabilities are five times more likely to be injured as a pedestrian than non-disabled users (see Section 02 for more details).

By reducing the number of vehicles passing through the neighbourhood and the surrounding area, the scheme allows those with disabilities to feel safer when travelling by active modes. This is particularly beneficial for disabled people who rely on key services in the area, including the healthcare facilities outlined in Appendix F. It also helps to tackle some of the key reasons why road accident risks are higher for those with disabilities. These include⁴²:

⁴² <https://www.rosipa.com/rospaweb/docs/advice-services/road-safety/pedestrians/pedestrian-policy-paper.pdf>

- People with mobility impairments may cross the road slowly and are at a greater risk of a fall if the surface is uneven
- Wheelchair users are often lower than a standing adult so may be less visible to motorists
- People with sight and hearing loss may be unable to anticipate other road users' actions
- People with intellectual disabilities may be unable to make a good judgment about safety, such as when it is safe to cross the road, and can behave in an unpredictable way

Although it is recognised that the scheme does not remove all motor vehicles, it has led to area wide traffic reduction and evaporation which in turn re-prioritises those travelling by active modes and reduces the road safety risk. A reduced traffic flow will also have noise pollution benefits, benefitting residents and visitors with cognitive disabilities. Further to this, research by the UK Health Secretary Agency finds that noise can have a significant impact on our health and wellbeing. The study builds on long established evidence that living in an area with higher noise levels from traffic can lead to stress and sleep disturbance, and can increase an individual's risk of heart disease, diabetes, depression, and anxiety⁴³. Improved air quality in the neighbourhood will also benefit disabled residents and visitors, who are more susceptible to the adverse health impacts of air pollution.

As discussed above, carers, healthcare workers and other specialise services who may provide a service to disabled residents are permitted to go through the cameras, enabling disabled residents to access the same care and services as done prior to the scheme. For disabled residents and visitors who rely on taxis, black cabs and local H&F registered mini cabs, these are also permitted access through the cameras without penalty. Disabled pupils attending schools within the Clean Air Neighbourhood are also able to access their school by motor vehicle where necessary.

LBHF have worked extensively with PHV operators such as Uber to share information on how the scheme works and to ensure that drivers continue to pick up and drop off disabled residents and visitors within the area, without passing through the ANPR cameras.

Gender Reassignment:

There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on groups based on gender reassignment as a protected characteristic. However, it should be recognised that this group is more at risk of hate crime than others. Perceptions of safety may be impacted by a reduction in traffic volumes in the neighbourhood and the surrounding area, particularly during the dark.

Marriage and Civil Partnership:

There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on marriage and civil partnership as a protected characteristic.

⁴³ <https://ukhsa.blog.gov.uk/2023/06/29/noise-pollution-mapping-the-health-impacts-of-transportation-noise-in-england/>

Pregnancy and Maternity:

The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood are likely to benefit all users, including women who are pregnant or have recently given birth. As discussed earlier in the report, poor air quality can have a detrimental impact on pregnant mothers and their unborn children, therefore the reduction in vehicle numbers and associated air quality improvements, is particularly beneficial for pregnant women living within and visiting the area.

Although everyone will benefit from reduced noise pollution and improved road safety, these improvements will be particularly beneficial to pregnant women and those who are recently given birth, who are deemed more vulnerable to their adverse impacts.

Healthcare workers are permitted to drive through the cameras. This ensures that those who are pregnant/have recently given birth living in the neighbourhood are still able to access these services.

Race:

The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood are likely to benefit all users, including BAME groups. This is because walking is the most commonly used type of transport by BAME Londoners, therefore improvements to the pedestrian environment, including better air quality and reduced road safety risk, are likely to be felt by these groups. Further to this, improving the conditions for cycling should also help to encourage greater participation by BAME groups.

Given that the scheme has contributed to the removal of through traffic in the area, it is likely that this has had a positive impact on bus service reliability and journey times, benefitting the 65% of BAME Londoners who travel by bus at least once a week².

Although a high proportion of PHV drivers (who are not automatically exempt from the ANPR cameras) are from BAME groups, the scheme does not prevent such drivers from operating in the area. This is because the scheme permits all vehicles to access the addresses within the CLEAN without the need to pass through the cameras. This model allows PHV drivers to continue dropping off and picking up in the area by correctly using New Kings Road and Wandsworth Bridge Road to access a given address. In addition to this, residents can grant temporary access permits to vehicles using RingGo if required. LBHF continue to work extensively with PHV operators to ensure that drivers have the information available to understand the restrictions.

A high proportion of retail and wholesale business owners are from minority ethnic backgrounds, however given on average, over 4500 business customers provided access through the scheme cameras each month, there is not considered to be a negative impact on business owners owed to the scheme.

Religion/Belief (including non-belief):

Appendix E shows that there are nine places of worship within the study area. Residents and visitors wishing to access a place of worship within the Clean Air Neighbourhood via motor vehicle are still able to do so. This is because all H&F registered vehicles are exempt from the scheme and can travel through the cameras without penalty. Black cabs and H&F registered mini cabs are also exempt. For those using other private hire vehicles and visiting places of worship from outside the borough i.e. those whose vehicles are not H&F registered, access via motor vehicle is still permitted via New Kings Road and Wandsworth Bridge Road and the council have been working with providers to ensure the appropriate routes are taken.

With this in mind, it is not considered that the scheme has a disproportionate effect on religion, belief, or non-belief as a protected characteristic.

Sex:

The improvements to active travel, air quality and road safety associated with the Clean Air Neighbourhood are likely to benefit all users, including women and girls. Given that one of the key barriers to cycling for women and girls in London is safety⁴⁴, the scheme helps to address this by reducing the dominance of motor vehicles within the neighbourhood and surrounding area. Women also tend to make more local journeys than men² therefore by providing a safer environment for cycling at the neighbourhood level, the scheme helps to encourage such journeys to be made by bike.

Walking is the most common mode of travel for women in London, with 95% walking at least once a week, followed by bus at 63%². Women are also more likely than men to take children to and from school. With this in mind, the improved environment for active travel associated with the scheme is likely to positively benefit women and girls living in the neighbourhood and those travelling to the area.

Conversely, a reduction in the number of motor vehicles passing through the area could negatively impact perceptions of safety, particularly for women. Research outlined earlier in the report highlights that safety is a common concern for women when using public space and public transport, with 66% of women saying they always, often, or sometimes feel unsafe walking alone at night, compared to 39% of men²⁹.

Linked to this, LBHF have worked extensively with PHV operators such as Uber to share information on how the scheme works and to ensure that drivers continue to pick up and drop off women and girls to the desired address

⁴⁴ <https://www.bbc.co.uk/news/uk-england-london-64857250>

within the area, without passing through the ANPR cameras. This has involved providing information on the scheme to PHV operators and to support the development of a routing software to avoid passing through the cameras.

Some research indicates that traffic reduction schemes can be associated with a drop in street crime of up to 10%, including a reduction in violence and sexual offences⁴⁵. This has been attributed to there being more people around and active frontages which can improve opportunities for surveillance. Whilst this may be true during the day, fewer people are likely to be out during the darker hours. Further to this, this data cannot be attributed to this scheme specifically and perceptions of safety are personal and vary significantly from person to person.

Sexual Orientation:

There is no clear evidence, data, or rationale, that the scheme has had a disproportionate effect on groups based on sexual orientation as a protected characteristic. However, it should be recognised that this group is more at risk of hate crime than others. Perceptions of safety may be impacted by a reduction in traffic volumes in the neighbourhood and the surrounding area, particularly during the dark.

Deprivation:

Reduction in traffic and improvements to air quality will positively impact the 24% of deprived residents in Hammersmith and Fulham. Typically, people who live in more deprived areas are more susceptible to the impacts of air pollution, and the consultation feedback has shown that there has been a positive response from residents regarding improvements to air quality, which is supported by the air quality data.

The improvements to the public realm will help to increase the appeal of active travel by creating a more pleasant environment, where the air quality is improvement and there is a reduction in motor vehicles in residential areas. Given that a significant proportion of residents in the most deprived areas of Hammersmith and Fulham want to increase their activity levels, making active travel more appealing can directly improve this in a number of ways. As discussed, it can increase the number of people walking to and from school because it becomes a healthier and safer option. Whilst the biggest barriers to participation in physical activity is people being 'too busy working' and the cost involved⁴⁶, active travel is an affordable and accessible means of getting involved.

⁴⁵ [Short-Term Association between the Introduction of 2020 Low Traffic Neighbourhoods and Street Crime, in London, UK | Published in Findings \(findingspress.org\)](#)

⁴⁶ https://www.lbhf.gov.uk/sites/default/files/section_attachments/hammersmith_and_fulham_physical_activity_strategy_nov_11_with_comments_tcm21-180788.pdf

| | |
|----------------------------|--|
| Outcome of Analysis | <p>Include any specific actions you have identified that will remove or mitigate the risk of adverse impacts and / or unlawful discrimination. This should provide the outcome for LBHF, and the overall outcome.</p> <p>This analysis suggests that the improvements to active travel, air quality and road safety associated with the South Fulham (West) Clean Air Neighbourhood, benefits all users, including those with protected characteristics.</p> <p>It is recommended that LBHF continue to work with PHV drivers to ensure drivers are aware of how the scheme operates and to ensure residents and visitors can continue to access the addresses within the neighbourhood. Similarly, in response to some users, particularly the elderly, not having access to apps or the internet, LBHF now provide a seven day a week hotline to support with RingGo bookings, ensuring residents are able to access any necessary services.</p> |
|----------------------------|--|

| | | | | | | |
|--------------------|---|---|-----------------|--|--|-------------------------------------|
| Section 07 | Action Plan | | | | | |
| Action Plan | Note: You will only need to use this section if you have identified actions as a result of your analysis | | | | | |
| | Issue identified | Action (s) to be taken | When | Lead officer and department | Expected outcome | Date added to business/service plan |
| | Increased through traffic in Clancarty and Settrington Road reducing road safety, air quality and and increased level of noise/stress for residents | LBHF to trial an extension to permanent scheme by introducing further restrictions at the existing monitoring camera sites. | By October 2024 | Mark Fanneran - Head of Parking Development Parking | Reduced traffic volumes from through traffic in the local roads and improved safety/ quality of life for residents | February 2024 |
| | Access to RingGo for those who do not use apps or the internet (likely to be the elderly) | LBHF to continue providing support via the hotline. | Ongoing. | Mark Fanneran - Head of Parking Development Parking | Better access for all, better personal contact with people and services. Better understanding of | December 2022 |

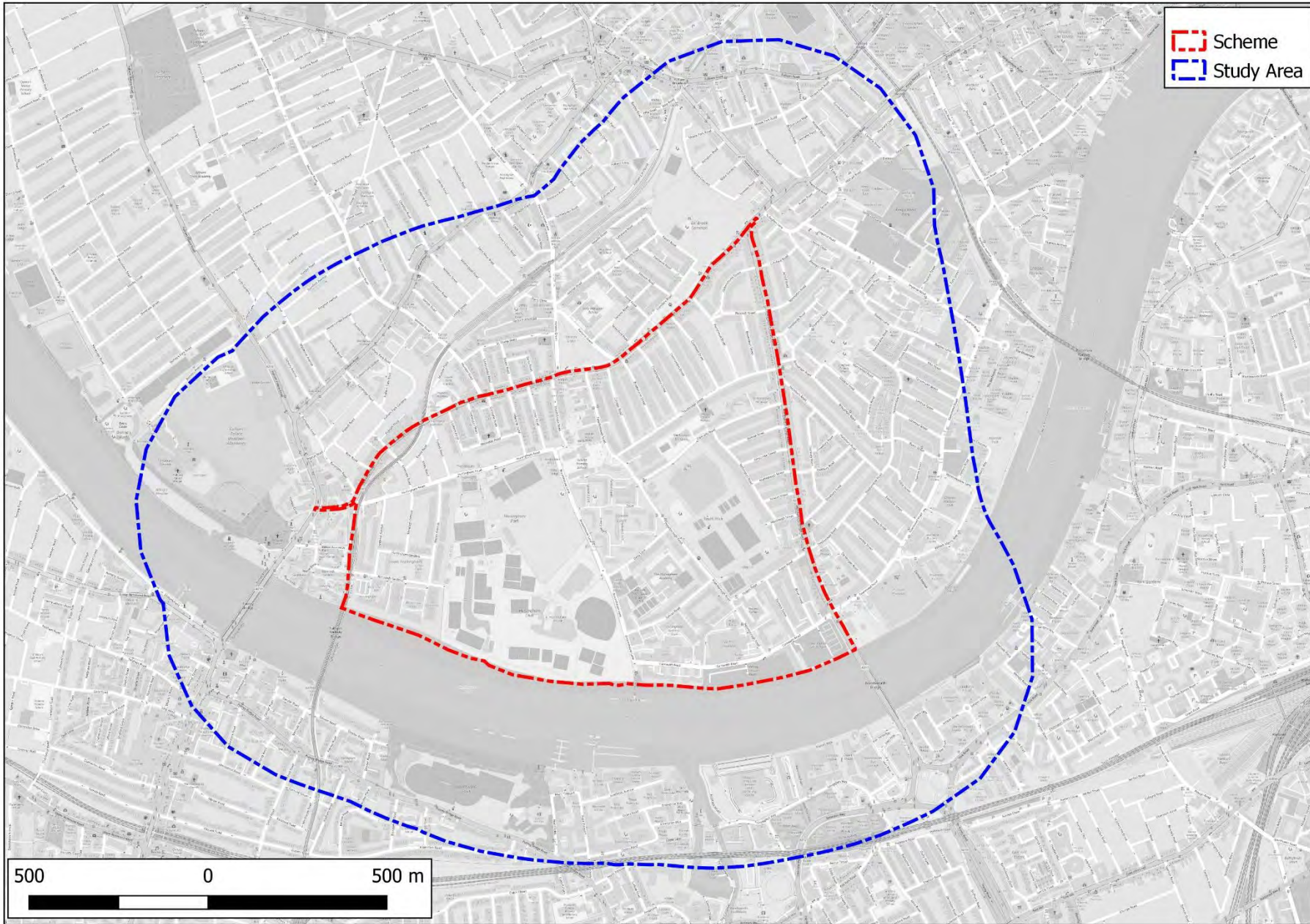
| | | | | | | |
|--|---|--|----------|--|---|---------------|
| | | | | | this service and other services | |
| | Perception of doorstep access via PHV for women, disabled, and those at higher risk of hate crime | LBHF to continue engaging with PHV services and drivers to ensure they are provided sufficient information about the scheme and are able to access routing software to avoid issues with drop off and pick up. | Ongoing. | Mark Fanneran - Head of Parking Development | Local PHV and black taxis continue to have permitted access through restrictions. All areas remain accessible without the need to drive through restrictions. Longer term awareness and technical innovation remains possible if major commercial operators are willing to engage with the Council. | February 2023 |
| | Perception of personal safety for women and those at higher risk of hate crime. | LBHF to continue working with the LET team to analyse and review offence and crime data. Increase the presence of LET officers in high risk areas. Continue with the councils investment programme on | Ongoing | Neil Thurlow – Assistant Director Community Safety | Ongoing research and analysis of crime statistics for prevention. No established methodology of identifying positive/negative causal relationship with this project. | January 2024 |

| | | | | | | |
|--|--|---------------------------|--|--|--|--|
| | | CCTV and Street Lighting. | | | Boroughwide activity on crime and antisocial behaviour prevention will continue. | |
|--|--|---------------------------|--|--|--|--|

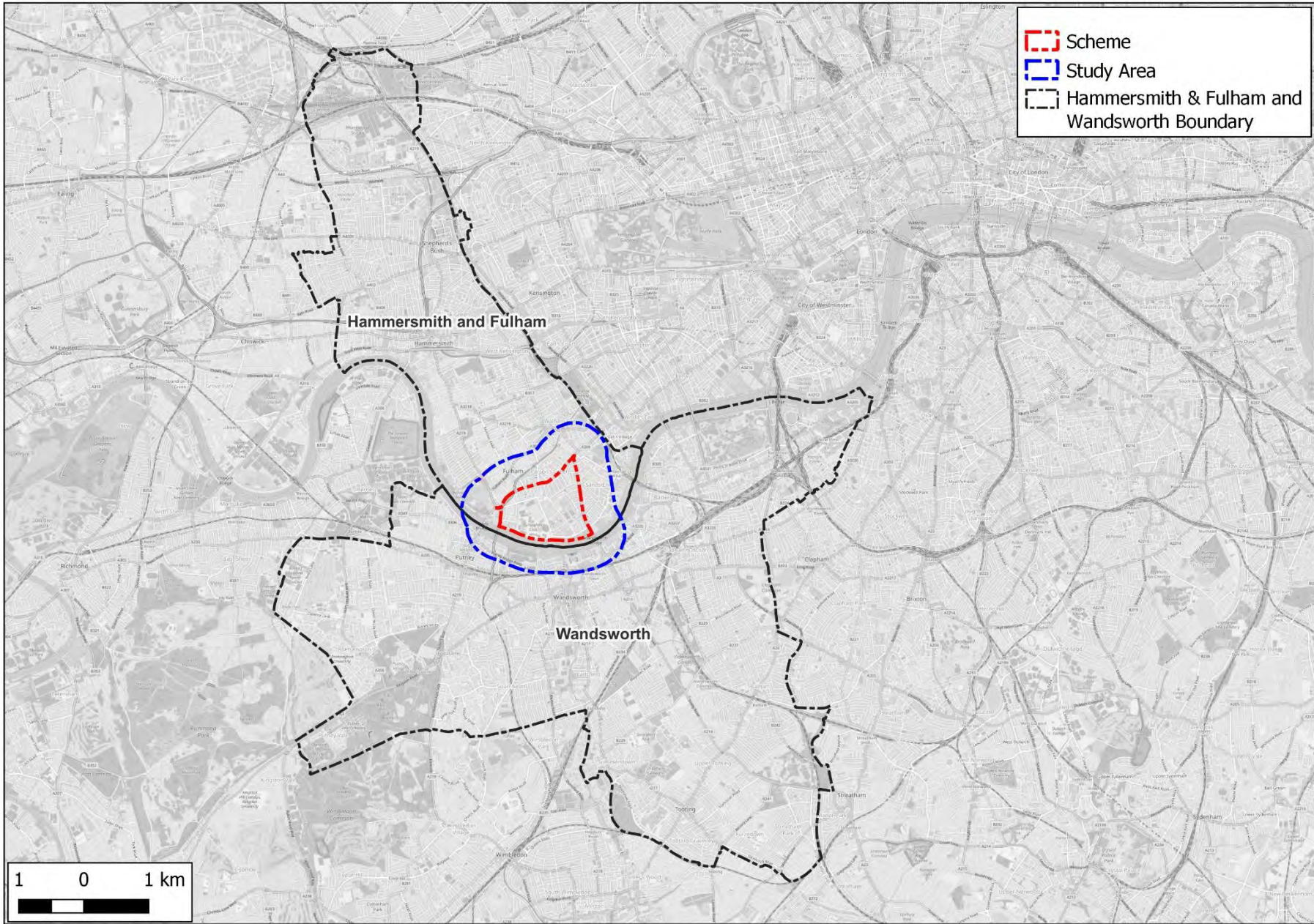
| | | | | | | |
|--|---|--|--|--|--|--|
| Section 08 | Agreement, publication and monitoring | | | | | |
| Senior Managers' sign-off | Masum Choudhury Assistant Director of Transport | | | | | |
| Key Decision Report (if relevant) | Date of report to Cabinet/Cabinet Member: 04 / 03 / 2024 Key equalities issues have been included: Yes | | | | | |

Appendix

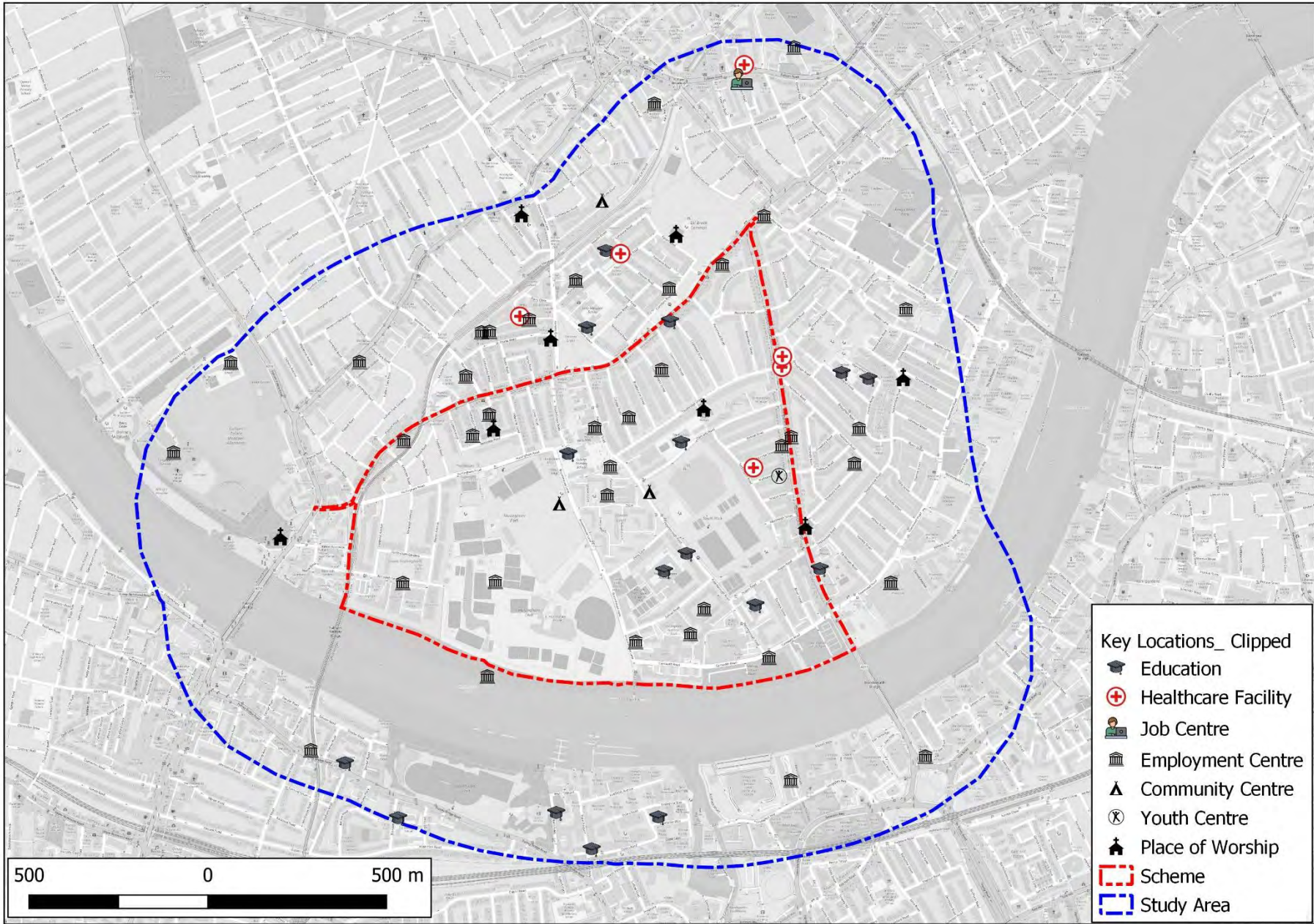
Appendix A – Scheme and Study Area



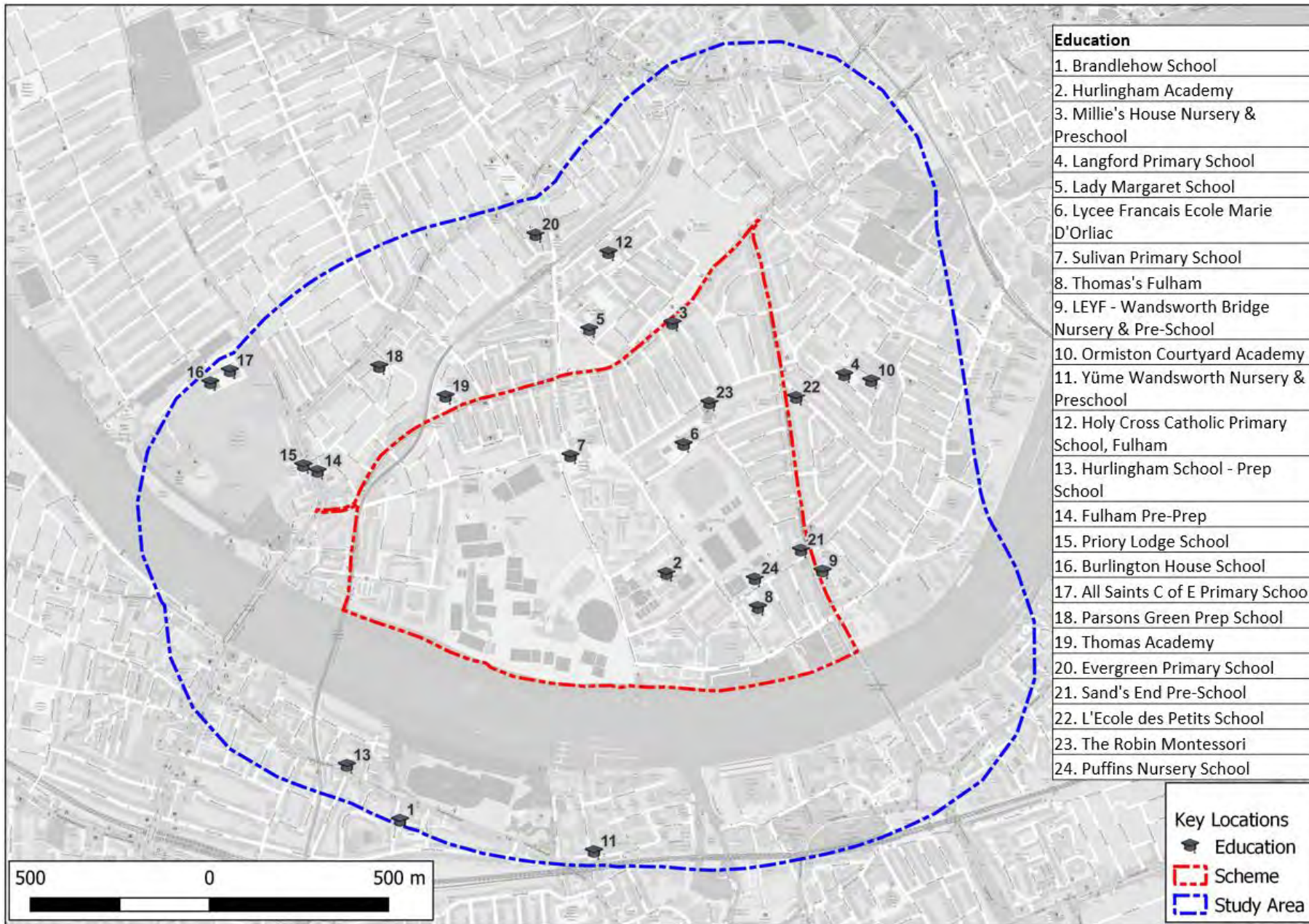
Appendix B – Hammersmith and Fulham and Wandsworth Borough Boundaries



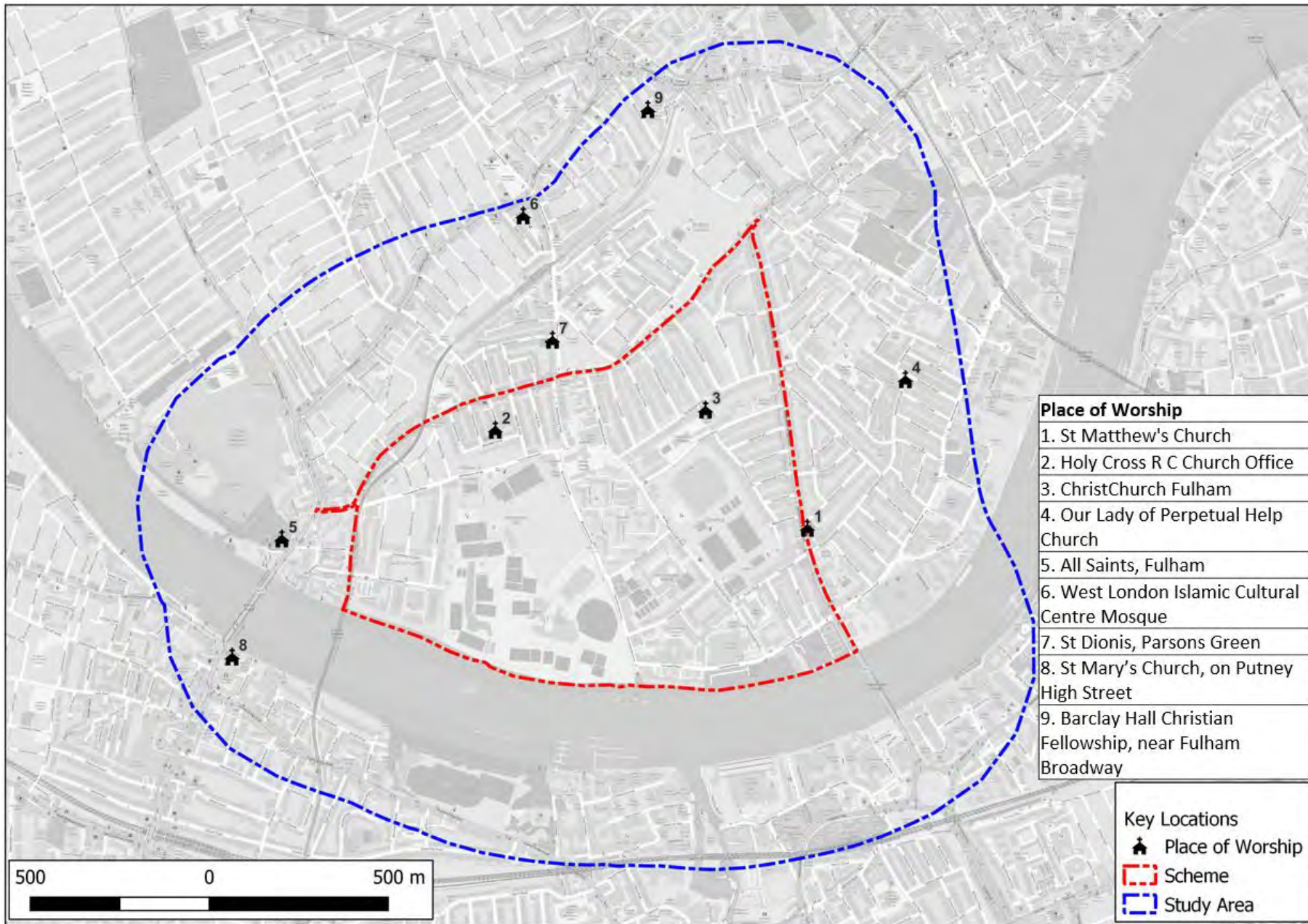
Appendix C – Key Locations



Appendix D – Education Centres



Appendix E – Places of Worship



Appendix F – Community Centres, Healthcare Facilities, Job Centres, Residential Homes

