

## Step 1: Clarifying Aims

### Q1. Outline the aims/objectives/scope of this piece of work

The Peckham Pedestrian Town Centre scheme has been proposed to address numerous safety issues and a poor collision record on the A202 at Peckham Town Centre, between its junctions with Basing Court and Mission place. Contributing to the Vision Zero approach, the scheme seeks to address identified safety issues, while providing a safer and more pleasant environment for those walking, cycling and using public transport in the area. The scheme's proposed interventions are aligned to the Healthy Streets approach and it is envisioned that the safer and more pleasant environment provided will support the ambitious uptake in sustainable travel modes targeted by the Mayor's Transport Strategy (MTS).

The scheme is preceded by the Peckham Town Centre Action Plan study which was jointly commissioned by London Borough of Southwark (LBS) and

TfL in 2015.

The following interventions are proposed as part of the scheme:

- The eastbound bus stop will be moved slightly further east so that it is closer to the toucan crossing connecting Peckham Square and Rye Lane
- The toucan crossing connecting Rye Lane and Peckham Square will be replaced by two "side-by-side" crossings, creating a crossing area of 15m. One of these will be a pedestrian crossing, the other a Toucan. The crossing area will be extended further west so that it is closer to the eastbound bus stop. This will provide a safer, more comfortable crossing point better suited to pedestrian desire lines
- Significant footway build out on the north side of Peckham High Street adjacent to the Toucan crossing. The central median strip will be removed to support this
- Additional footway buildout on both the north and south sides of Peckham High Street east of the toucan crossing on the approach to the junction with Peckham Hill Street to provide additional capacity for pedestrians. To implement this we will need to remove the loading bays outside numbers 95 and 88 Peckham High Street
- The raising of an existing loading pad to the same level as the footway just west of Rye Lane.
- Side road entry treatments are proposed at side roads. These treatments will be flanked by tactile paving arrangements. The kerbs at the majority of side roads will also be built out to narrow the crossing distance for pedestrians.
- Introduction of a 20mph speed limit throughout the scheme extents. The crossings on all arms of the junction of Peckham High Street and Bellenden Road, the toucan crossing near Rye Lane and the pedestrian crossing by Sumner Road will be raised to encourage lower speeds
- The existing signalised crossing point at Sumner Road will be widened
- The crossings at Bellenden Road will be widened with the east side crossing being converted to a toucan to provide greater connections for cyclists using the Southwark Spine cycle route
- General de-cluttering and public realm improvements, including the provision of new cycle stands.
- Extension of the existing eastbound bus lane at Sumner Road to connect it with the existing bus lane preceding Bus Stop 'B'.

**Q2. Does this work impact on staff or customers? Please provide details of how.**

- The scheme proposes the removal of two loading bays, which may mean that some businesses have to change loading arrangements. However, it should be noted that the scheme also maintains some loading facilities and there are alternative bays available. Further, TfL have obtained parking and loading data and have found that the two bays being removed are often subjected to misuse and experience a high frequency of illegal parking
- There is no anticipated impact on journey times as a result of these changes for all modes.
- The proposed changes to the road layout are anticipated to particularly benefit those using sustainable transport modes.
- Access to shops and local businesses will be maintained throughout the duration of works
- Detailed construction information is not yet available for the scheme. However, it is recognised that there may be a need to place buses on diversion to implement the scheme, which would have negative impacts on bus passengers. With this in mind diversionary routes will be carefully planned and communicated to passengers in advance. Further information regarding the potential negative impact of construction activity is provided in Step 3 of this document, under 'short-term' impacts.



## Step 2: The Evidence Base

**Q3. Record here the data you have gathered about the diversity of the people potentially impacted by this work. You should also include any research on the issues affecting inclusion in relation to your work**

The Peckham Town Centre scheme transcends the ward boundaries of Peckham and Rye Lane. The scheme is situated in Southwark's East- Central Multi Ward area and the Peckham and Nunhead Community Council area. This EQIA has used the demographic information available for the Peckham and Nunhead Community Council Area as it is recognised that Peckham High Street is likely to serve as an attraction for residents living in this defined area. 2011 Data available from Southwark Council in relation to protected characteristics for those living in the Peckham and Nunhead Community Council Area shows:

**Race:**

Peckham and Nunhead is highly ethnically diverse, with 55% of residents identifying as non-white. 38% of residents identify as BAME.

**Religion:**

55% of residents in Peckham and Nunhead identify as Christian. This is the most prominent religion in the area but lower than the national average. 24% of residents identify as having no religion and 10% identify as being muslim.

**Disability:** 15% of residents identify as having a disability which is lower than the national average of 18%

**Low Income:** 17% of residents identify as benefit claimants

**Age:** 8% of residents are over 65. This is significantly lower than the national average of 16%. 22% of residents are under 15, which is greater than the national average of 19%.

In addition to ward-level statistics, site visits have taken place to establish whether any local amenities are present within the scheme foot print which may attract a greater proportion of people with any of the protected characteristics. This research found:

Peckham High Street is a busy shopping environment and has a mix of independent and high-street chain shops. There is also a large supermarket near Bellenden Road and a number of coffee shops, public houses, takeaways and restaurants. A large leisure centre and public library exist on Peckham Square. This environment has the potential to encourage a high number of visitors demonstrating all protected characteristics to the area.

Two churches sit within the scheme footprint and Peckham High Street Islamic & Cultural Centre is also nearby. Thus it can be expected that at certain times of the week there will be an increased number of people visiting the area for religious reasons.

A number of schools, both primary and secondary, and nurseries can be found in close proximity to the scheme's footprint. Thus it can be expected that a significant number of young people, parents and those with young children will be travelling through the area concerned by the scheme at certain times of the day.

Peckham Job Centre is within the scheme's extents and thus there may be a higher proportion of people with low incomes visiting Peckham High Street.

## Step 3: Impact

**Q4. Given the evidence listed in step 2, consider and describe what potential short, medium and longer term negative impacts this work could have on people related to their protected characteristics?**

Protected Characteristic		Explain the potential negative impact
<b>Age</b>	Y	<p><u>Short Term:</u> The construction of the scheme may require the temporary suspension of crossing points and the provision of alternative temporary crossing points to allow pedestrians to cross Peckham High Street. It may be necessary to locate these slightly away from the current desire line. This could have a negative impact on older people who will be required to walk further to use the crossing point.</p> <p>As part of the construction there may be a need to temporarily suspend bus stops. If this is the case, alternate temporary bus stops will be provided in a nearby location. The provision of such temporary infrastructure may negatively impact this protected characteristic and particularly those who are older or are young children, as they may have to travel a longer distance to board a bus.</p> <p>Although full footway renewal is not proposed by this scheme there is likely to be a requirement for localised repair. If, in order to facilitate this repair, it is necessary to suspend areas of footway an alternate footway arrangement will be temporarily installed. This alternate footway will be of sufficient width to enable those with mobility aids to use the facility safely. The temporary footway will be clearly signed.</p> <p>Unfortunately it is not possible to provide new seating as part of this scheme as there is not sufficient footway space. The footways are very constrained and pedestrian footfall is significant.</p>
<b>Disability including carers</b>	Y	<p><u>Short Term:</u> The construction of the scheme may require the temporary suspension of crossing points and the provision of alternative temporary crossing points to allow pedestrians to cross Peckham High Street. It may be necessary to locate these slightly away from the current desire line. This could have a negative impact on those with mobility impairments who will be required to walk further to use the crossing point.</p> <p>As part of the construction there may be a need to temporarily suspend bus stops. If this is the case, alternate temporary bus stops will be provided in a nearby location. The provision of such temporary infrastructure may negatively impact this protected characteristic as those with disabilities may have to</p>



		<p>travel a longer distance to board a bus. Although full footway renewal is not proposed by this scheme there is likely to be a requirement for localised repair. If, in order to facilitate this repair, it is necessary to suspend footway an alternate footway arrangement will be temporarily installed.</p> <p>The scheme proposes the removal of two loading bays slightly west of the junction of Peckham Hill Street, which can currently be used for blue badge parking. Whilst alternate disabled parking provision is available in a number of nearby locations, there may be a negative impact for those with disabilities who currently park in these bays to access the frontages close to the loading bays. To access these frontages, disabled people may have to walk a longer distance from an alternative bay.</p> <p>It should be noted that it is considered that the current position of these loading/ parking bays, on a bend and close to a junction, is not a safe arrangement for any form of parking or loading activity.</p>
<b>Gender</b>	<b>N</b>	Short term: There are no anticipated negative impacts linked to this particular characteristic.
<b>Gender reassignment</b>	<b>N</b>	Short term: There are no anticipated negative impacts linked to this particular characteristic.
<b>Marriage/civil partnership</b>	<b>N</b>	Short term: There are no anticipated negative impacts linked to this particular characteristic.



<p><b>Other – e.g. refugees, low income, homeless people</b></p>	<p>N</p>	<p>Short term: There are no anticipated negative impacts linked to this particular characteristic.</p>
<p><b>Pregnancy/maternity</b></p>	<p>Y</p>	<p>Short term: Although full footway renewal is not proposed by this scheme there is likely to be a requirement for localised repair. If, in order to facilitate this repair, it is necessary to suspend footway an alternate footway arrangement will be temporarily installed. This alternate footway will be of sufficient width to enable those with small children or push chairs to use the facility safely. The temporary footway will be clearly signed.</p>
<p><b>Race</b></p>	<p>Y</p>	<p>Short term: given the demographics of this area there is a risk that the consultation materials will not be accessible for those with English as a second language. However, the materials will be made available in a different language should this be requested.</p>
<p><b>Religion or belief</b></p>	<p>N</p>	
<p><b>Sexual orientation</b></p>	<p>N</p>	



**Q5. Given the evidence listed in step 2, consider and describe what potential positive impacts this work could have on people related to their protected characteristics?**

Protected Characteristic		Explain the potential positive impact
<b>Age</b>	<b>Y</b>	<p>It is anticipated that the scheme will have an overall positive impact for all road users, including those with protected characteristics, and particularly those walking, cycling and using public transport in Peckham.</p> <p>It is understood from relevant data that the percentage of the population under the age of 15 in Peckham is higher than the national average. Thus the widened footways are likely to benefit those who walk slowly, as there will be additional space for people to overtake should they desire to do so.</p> <p>A slower speed limit will provide a more comfortable environment for all road users but particularly for cyclists using the carriageway or pedestrians undertaking crossing movements. When crossing side roads, older people, who often have slower walking speeds, are likely to feel safer as vehicles make slower turning movements</p>
<b>Disability including carers</b>	<b>Y</b>	<p>The scheme proposes the removal of unnecessary or superfluous street furniture. The removal of such items will increase the useable width of the footway, which will benefit those who require additional footway space, and particularly those in wheelchairs or those who use mobility aids.</p> <p>The reduced crossing distance afforded by the footway build out adjacent to Peckham Square will enable safer, quicker and more comfortable crossing movements for those using mobility aids.</p>
<b>Gender</b>	<b>N</b>	



<b>Gender reassignment</b>	<b>N</b>	
<b>Marriage/civil partnership</b>	<b>N</b>	
<b>Other – e.g. refugees, low income, homeless people</b>	<b>Y</b>	<p>The interventions proposed as part of this scheme aim to create a safer and more comfortable environment for all road users those walking, cycling and using public transport, regardless of protected characteristics. However, as these modes are either free to use or low- cost, it is hoped that the scheme has a particularly positive impact on people with low incomes.</p>
<b>Pregnancy/maternity</b>	<b>Y</b>	<p>It is understood from relevant data that the percentage of the population under the age of 15 in Peckham is higher than the national average. Thus the widened footways and wider crossing points will have a positive impact on parents and carers walking with small children and push chairs.</p> <p>The widened footway by the bus stop will also have a positive impact on this protected characteristic as parents and carers with push chairs will be able to wait for their buses without feeling like they are obstructing other pedestrians using the footway.</p>
<b>Race</b>	<b>N</b>	



<b>Religion or belief</b>	<b>N</b>	
<b>Sexual orientation</b>	<b>N</b>	



## Step 4: Consultation

### Q6. How has consultation with those who share a protected characteristic informed your work?

List the groups you intend to consult with or have consulted and reference any previous relevant consultation? <sup>1</sup>	If consultation has taken place what issues were raised in relation to one or more of the protected characteristics?
Groups representing those with protected characteristics.	<p>The scheme will be proceeding to public consultation in late January. As part of the consultation we will seek the views of stakeholder groups representing those with protected characteristics. To this end, a comprehensive list of consultees has been produced, which includes organisations such as: RNIB, the Independent Disability and Advisory Group, Aspire, the London Region National Pensioners Convention and the Alzheimer’s Society.</p> <p>Steps will be taken to ensure the consultation material is accessible to those with protected characteristics. For instance, a FREE POST service will be provided for those responding by post and braille copies of material will be made available, should they be requested.</p>
Minority led businesses and organisations in Peckham.	<p>In addition to the stakeholder groups representing those with protected characteristics referenced above, minority led local businesses and other organisations will also be consulted. A comprehensive consultation area covering the geographical location of these businesses has been identified prior to consultation. Within this area, businesses and organisations such as Peckham Job Centre, Harris Academy Peckham, Peckham High Street Islamic and Cultural Centre and the British Youth Music Theatre will be consulted.</p>

<sup>1</sup> This could include our staff networks, the Independent Disability Advisory Group, the Valuing People Group, local minority groups etc.



**Q7. Where relevant, record any consultation you have had with other projects / teams who you are working with to deliver this piece of work. This is really important where the mitigations for any potential negative impacts rely on the delivery of work by other teams.**

N/A



## Step 5: Informed Decision-Making

### Q8. In light of the assessment now made, what do you propose to do next?

Please select one of the options below and provide a rationale (for most EqIAs this will be box 1). Please remember to review this as and when the piece of work changes

<p><b>1. Change the work to mitigate against potential negative impacts found</b></p>	<p>Design changes have already been made as a result of the EQIA process, such as the removal of continuous footways from the proposals. Where further negative impacts are identified through the consultation process (due to take place between January/ February and March) additional mitigation measures will be developed.</p>
<p><b>2. Continue the work as is because no potential negative impacts found</b></p>	
<p><b>3. Justify and continue the work despite negative impacts (please provide justification)</b></p>	
<p><b>4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate</b></p>	



## Step 6: Action Planning

**Q9. You must address any negative impacts identified in step 3 and 4. Please demonstrate how you will do this or record any actions already taken to do this. Please remember to add any positive actions you can take that further any positive impacts identified in step 3 and 4.**

Action	Due	Owner
Public consultation will be undertaken on the proposals. Following analysis of the consultation responses changes to the scheme will be considered in light of the feedback received.	January/ February- June 2020	TfL Investment Delivery Planning
Re-search best practice for ensuring good quality temporary environments for those with protected characteristics to ensure that all needs are catered for during the works period.	On-going	TfL Investment Delivery Planning and TfL Projects and Programme Delivery
If there is a requirement to suspend bus stops during construction then temporary bus stops will be provided. Clear signage will be in place to help customers identify the position of the stops. Steps will also be taken to ensure that these temporary stops are accessible to all.	Winter 2020	TfL Projects and Programmes Delivery
Discussions to be held with scheme Designer, Sponsor and TfL Equality and Inclusion Team regarding the potential for installation of inclusive cycle parking as part of the scheme proposals.	August 2020	TfL Investment Delivery Planning
If there is a requirement to suspend footways as part of the scheme's construction then alternate footway provision will be provided. This alternate footway will be of sufficient width to enable those with mobility aids to use the facility safely. The temporary footway will be	Winter 2020	TfL Projects and Programme Delivery



clearly signed.		
If there is a requirement to suspend crossing points as part of the construction then temporary crossing points will be provided. Steps will be taken to ensure the temporary crossing points are fitted with temporary ramps to ensure that those using mobility aids are able to cross the road safely.	Winter 2020	TfL Projects and Programme Delivery



