

F1457 AI Equality Impact Assessment (EqIA) form

N.B: the completed form should be emailed to the [Diversity and Inclusion team](#)

Programme Project (where relevant)	Healthy Streets portfolio Cycleway between Hackney and the Isle of Dogs
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Accountable		
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Produced By		
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Reviewed By		
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Step 1: Clarifying Aims

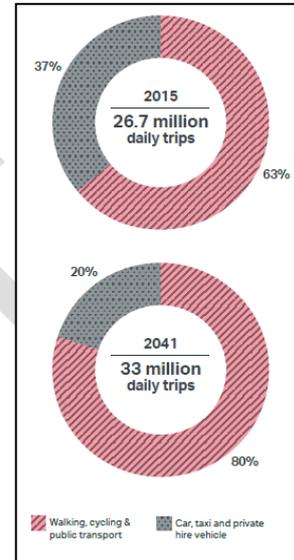
Q1. Outline the aims/objectives/scope of this piece of work

Aims / objectives of the Cycleways Programme

Strategic Context

With a population of 8.7 million, London is now larger than it has ever been and is forecast to grow to 10.8 million by 2041. This growth is expected to generate about 6 million additional trips each day¹. London's future must be planned around active and inter-connected lives with a new approach to reducing car dependency and increasing sustainable travel. TfL's £1.82bn Surface Transport investment in the Healthy Streets Portfolio over the next five years aims to deliver a safe, healthy, resource and space-efficient transport system through investment in walking, cycling and public transport. Cycleways fall under the £0.5bn Cycling Programme within this portfolio.

The Mayor of London, Sadiq Khan, pledged his firm commitment to the continuation of investment in cycling from the outset, with pre-election manifesto pledges to "make London a byword for cycling around the world" and "make cycling and walking safer and easier in the capital". He backed the London Cycling Campaign's aspiration for triple the amount of protected facilities for cyclists and specifically committed to "press ahead with more Cycle Superhighways...learning lessons from the construction of previous tracks"².



Healthy Streets Approach

TfL's 'Healthy Streets for London' (February 2017) announced that TfL's Business Plan would include 'double the average annual spend on cycling seen under the last Mayor, taking London's spend per head to the same levels as Denmark and the Netherlands'. In this vein, the Mayor's Transport Strategy (MTS, March, 2018) sets an ambitious target for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (currently 63 per cent). This is to be delivered under the new 'Healthy Streets Approach' with a focus on being active, safe, green and efficient. The Healthy Streets approach prioritises health and wellbeing, with the overall objective of delivering a transport system where everyone can travel safely by the healthiest and most resource and space-efficient modes, specifically walking, cycling and public transport.

The aims of the MTS and the Healthy Streets Approach are embedded across the organisation and particularly within the Healthy Streets Programme. The programme contributes specifically to achieving a number of measures such as reducing the number of people killed and seriously injured on London's roads, 2 x 10 minutes of active travel per day and sustainable mode share targets.

In addition to attracting more cyclists and making more efficient use of road space, Cycleways aim to deliver wider benefits including new and improved pedestrian crossings, public realm and greening. They also provide valuable connections to other cycle routes, contributing to the new Mayor's aim for 70 per cent of Londoners to live within 400 metres of the strategic cycle network by 2041. As such Cycleways are an exemplar of the Healthy Streets Approach and will continue to deliver these benefits going forward.

Cycleways programme

The Mayor's Cycling Action Plan³ sets out his ambition for a London-wide cycle network spanning the whole of Greater London that brings together all high-quality routes into a single network that is easy

¹ Mayor's Transport Strategy (March 2018)

² A City for All Londoners (October 2016)

³ Cycling Action Plan (2018)

for everyone to understand and use. Currently, the London-wide cycle network consists of the routes delivered in partnership by TfL and the boroughs in recent years, including Cycle Superhighway and Quietway routes. Almost nine per cent of Londoners live within 400 metres of this combined network.

TfL is now working with boroughs to deliver more than 450km of new, high-quality cycle routes across Greater London. These routes will draw from a range of different design approaches some sections of routes will be segregated, and some sections will be along less traffic-heavy streets, where walking and cycling are prioritised. The routes will be signed using a new, unified identity for London's cycle network.

Strategic Cycling Analysis

The Strategic Cycling Analysis (SCA)⁴ provides a robust evidence base for identifying and prioritising locations for new investment in cycling. The SCA presents corridors and locations where current and future cycle demand (and also demand for walking and public transport) could justify future investment.

The Strategic Cycling Analysis (SCA) identified 25 new cycling connections across London. The alignment between Hackney and the Isle of Dogs is one of these routes. The route directly aligns with the objectives set out in the Mayor's Transport Strategy (MTS) and will contribute to the key aim of encouraging Londoners to use cars less and walk, cycle and use public transport more. It has high potential to increase levels of cycling in London, helping to achieve the Mayor's ambitious target of 1.5 million cycle journeys per day by 2025/26.

Scope of Scheme

The proposed 7.5km route would connect Hackney to the Isle of Dogs, intersecting two existing Cycle Superhighway routes and connecting to the proposed Rotherhithe to Canary Wharf crossing (R2CW). The route would include a combination of traffic calming and traffic reduction measures as well as a segregated cycle track along Burdett Road and West India Dock Road. The route has been designed to improve safety and comfort for cyclists by reducing conflict with motorised traffic. The scheme would also provide improved pedestrian facilities along the route, in line with the Mayor's Cycling Action Plan, Healthy Streets Approach and Vision Zero agenda.

The new route would encourage more people to cycle in an area identified with some of the highest potential for cycling (as identified by the SCA), supporting the Mayor's ambitious target of 80 per cent of journeys to be made by walking, cycling and public transport by 2041.

The scheme objectives include the following:

- Deliver high quality cycle facilities suitable to the road type
- Improvements to pedestrian facilities, public realm and way finding
- Providing a safer environment to promote walking & cycling
- A scheme which embraces the core principles of Healthy Streets
- Introducing 20mph speed limits in line with vision zero

⁴ Strategic Cycling Analysis, TfL, June 2017 – available: <http://content.tfl.gov.uk/strategic-cycling-analysis.pdf>



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

Does the Cycleways programme impact on staff or customers?

Yes. The Cycleways Programme and projects delivered under this programme will have an impact on both staff and customers.

How does the Cycleways programme impacts staff or customers?

Staff

Development and delivery of the schemes within the Cycleways programme will involve TfL staff, either permanent or contracted. Some schemes will also involve staff from London boroughs or contracted services.

This scheme would be delivered working closely with staff from London Borough of Tower Hamlets and London Borough of Hackney. London Borough of Hackney will be responsible for the construction phase on the section of the proposed cycle route in their borough

Customers

A range of customers will be impacted by the schemes within the Healthy Streets programme including both during and after construction:

- Customers travelling through, to or from the scheme area e.g. cyclists, pedestrians, private vehicle drivers, bus passengers
- Customers visiting or who own / run local businesses, services or amenities
- Customers who are residents in the area
- Customers who work in the area
- Cyclists- this scheme will provide segregated facilities for people cycling
- Pedestrians- will experience new and improved crossings throughout the scheme
- Private vehicle drivers including taxi, adapted dial-a-journey vehicles and private cars- less road space for motor traffic is likely to impact journey times, and changes to road layouts may impact pick-up and drop-off
- Bus passengers- changes to bus stops layouts and locations throughout this route
- Local businesses- impact on local businesses operating close to the cycle route due to changes to road layouts. For example this could reduce the number of drop off areas for goods vehicles
- Other public transport users – the scheme will offer more modes of transport for users interchanging
- Visitors- improved facilities for people walking, cycling and urban realm could encourage visitors to the area
- During construction of this scheme it is likely that pedestrians, cyclists and vehicle users (including bus passengers) would experience increased congestion or diverted routes temporarily due to the building works

Impacts on these groups are expanded on in step 3



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

Consider evidence in relation to all relevant protected characteristics;

- Age
- Disability including carers⁵
- Gender
- Gender reassignment
- Marriage/civil partnership
- Other – refugees, low income, homeless people
- Pregnancy/maternity
- Race
- Religion or belief
- Sexual orientation

A) Data about the diversity of the people potentially impacted by the Cycleways programme

Travel in London: Understanding our diverse communities (Sept 2015)⁶

This step sets out a collection of research undertaken or commissioned by TfL to identify the barriers faced by London's communities when accessing transport. It also describes travel patterns, the behaviour of different groups and attitudes towards issues such as fare, personal safety and security and satisfaction with the services TfL offers. Data from this report relevant to the scope of the schemes delivered under the Cycleways programme includes:

Age

- Almost all younger Londoners, aged under 25, walk at least once a week in London (99%)
- Younger Londoners are the most likely equality group to use the bus at least weekly; 7 in 10 younger Londoners do so (71%)
- Walking is the most frequently used type of transport by older Londoners aged 65 and over (86 per cent walk at least once a week). Sixty-one per cent travel by bus, 45 per cent travel by car as a passenger and 45 per cent drive a car at least once a week
- Only 8 per cent of Londoners aged 65 and over sometimes use a bike to get around London however younger Londoners are just as likely as all Londoners to use a bike (18 per cent)
- The proportion of Londoners aged 65 and over who can ride a bike (72 per cent) is lower than the total population of Londoners (83 per cent). The proportion of younger Londoners who can ride a bike is higher at 88 per cent.
- Seventy per cent of older Londoners are aware of Cycle Superhighways, which is higher than the figure for all Londoners (61 per cent). However awareness is only 42 per cent of younger Londoners.
- Seven per cent of older Londoners and 17 per cent of younger Londoners say that they are likely to use Cycle Superhighways in the future – lower than all Londoners (23 per cent)
- Barriers to transport use that older people face on our streets in particular are physical barriers e.g. long distances to bus stops and presence of steps.
- Slow journey times is also one of the main barriers to public transport use mentioned (41 per cent of all Londoners). This is a particularly big barrier for younger Londoners aged between 16 and 24 and BAME Londoners (both 50 per cent). Slow journey times are cited as a barrier by only 18 per cent of older people.
- At least 95 per cent of London's schools have established school travel plans which encourage safe sustainable travel. Around half of London's schools have signed up to the STARS⁶ scheme and 71 per cent of participating schools report that cycling increased since they participated and 86 per cent said walking has increased.

Disability

- Fourteen per cent of Londoners consider themselves to have a disability that impacts their day to day

⁵ Including those with physical, mental and hidden impairments as well as **carers** who provide unpaid care for a friend or family member who due to illness, disability, or a mental health issue cannot cope without their support

⁶ http://source.tfl/pdfs/300915_travel_in_london_understanding_our_diverse_communities_v4.0.pdf



activities 'a lot' or 'a little'.

- The most commonly used types of transport by disabled Londoners are walking (78 per cent walk at least once a week), the bus (56 per cent) and car as a passenger (47 per cent)
- Disabled Londoners cite accessibility-related issues (44 per cent), cost (21 per cent) and comfort (20 per cent) as key barriers to travel.
- Internet use is lower among disabled Londoners (76 per cent compared with 93 per cent of non-disabled Londoners). They are also less likely to use the TfL website or own a smartphone.
- Eighty-five per cent of disabled Londoners say they never use a bike to get around London, a slightly smaller proportion than among non-disabled Londoners (82 per cent).
- Disabled Londoners are more likely to say that they cannot ride a bike than non disabled Londoners (22 per cent compared to 15 per cent) and 73 per cent say they have never thought about cycling or have thought about cycling but decided not to.
- Sixty-four per cent of disabled Londoners are aware of Cycle Superhighways compared to 61 per cent of non-disabled Londoners and 20 per cent say they probably or definitely expect to use Cycle Superhighways in future compare with 23 per cent of non-disabled Londoners.
- Disabled Londoners are less satisfied with streets and pavements in London than non-disabled Londoners (51 per cent compared to 71 per cent) with 65 per cent considering the condition of pavements to be a barrier to walking and 43 per cent reporting that obstacles on pavements are a barrier to walking more. Sixty-two per cent of disabled Londoners are satisfied with the ease of crossing the road on foot compared to 79 per cent of non-disabled Londoners.

Gender

- Women are more likely to use buses than men (65 per cent women compared with 58 per cent men)
- Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices
- Concerns around crime and antisocial behaviour also have an impact upon women's frequency of public transport use: 61 per cent report that the frequency with which they travel is affected 'a lot' or 'a little' because of these concerns, compared with 43 per cent of men
- Walking frequency is very similar for women and men however women are less likely to cycle than men: 21 per cent of men cycle in London compared with 14 per cent of women and 10% of women cycle regularly (at least once a week) in London and a further 4% cycle occasionally, with the remaining 86 per cent never using bikes as a way of getting around the Capital.
- Women are less likely than men to be able to ride a bike. Seventy-nine per cent of women living in London can ride a bike, compared with 88 per cent of men
- Fifty-three per cent of women are aware of Cycle Superhighways compared to 70 per cent of men. 14 per cent of men have used a Cycle Superhighway compared with seven per cent of women

Race

- Bus use among BAME Londoners is higher than among white Londoners (68 per cent BAME compared with 57 per cent white Londoners using the bus at least once per week).
- BAME Londoners, both adults and children, are twice as likely as white Londoners to be injured on the roads. BAME Londoners are also less likely than white Londoners to say that they feel safe from road accidents when walking around London at night (60 per cent BAME compared with 74 per cent white).
- There is little difference between the frequency of walking among BAME and white Londoners. Ninety-seven per cent of BAME Londoners walk at least once a week, which is very similar to white Londoners where 95 per cent walk at least once a week.
- Cycling levels of BAME Londoners and white Londoners are very similar. Eighteen per cent of BAME Londoners cycle in London at least sometimes compared to 17 per cent of white Londoners. There is also very little difference between white and BAME Londoners in frequency of cycling (at least once a week) in London (14 per cent BAME compared with 13 per cent white). There is little difference between white and BAME Londoners in their ability to ride a bike (83 per cent BAME compared with 84 per cent white).
- The same proportion of BAME Londoners and white Londoners report that they have used a Cycle Superhighway (10 per cent). BAME Londoners are more likely than white Londoners to say they will definitely/ probably use Cycle Superhighways in the future (28 per cent BAME compared with 21 per cent). BAME Londoners are however, less likely to be aware of Cycle Superhighways: 53 per cent are aware compared to 65 per cent of white Londoners



Other – refugees, low income, homeless people

- Concerns about antisocial behaviour and crime are particularly mentioned as barriers to public transport use by Londoners living in DE households (social grade D refers to semi- and un-skilled manual workers and E refers to state pensioners, casual/lowest grade workers and unemployed Londoners) of whom 41 per cent say that concerns about antisocial behaviour affect their travel frequency.
- Londoners living in DE households are less likely to use the internet than all Londoners (79 per cent compared to 92 per cent) and they are less likely to use a smart phone (58 per cent compared to 77 per cent). Both factors are related to the older age profile of DE Londoners.
- Londoners in DE households are less likely than all Londoners to cycle (13 per cent compared to 17 per cent of all Londoners). They are also less likely to know how to cycle (77 per cent compared with 83 per cent)

Sexual orientation

- There is little difference between the barriers identified by LGBT+ and all Londoners.

Road collision statistics (STATS 19 data)

Road collision statistics in the three years up to 31st December 2017 (baseline 36 month period) are used to understand any existing patterns or trends in collisions within a scheme area. Recorded data includes a breakdown of age, gender and ethnic origin of the casualties. Other protected characteristics are not currently recorded in this data source.

All collisions recorded along the Tower Hamlets alignment

Gender	male	female
	211	94
Total figure	305	

Ethnicity breakdown of casualties	Collision stat
Afro Caribbean	14
White European	89
Dark European	12
Asian	67
Oriental	3
Not known	120

Age breakdown of casualties	Collision stat
0-15	21
16-24	59
25-59	201
60+	11

All collisions recorded on the Hackney alignment

Gender	male	female
	9	6
Total figure	15	



Ethnicity breakdown of people involved in collisions	Collision stat
Afro Caribbean	4
White European	3
Dark European	n/a
Asian	2
Oriental	1
Not known	5

Age breakdown of casualties	Collision stat
0-15	0
16-24	3
25-59	12
60+	0

Information about the local community

During the design stages for schemes, a review of local businesses, amenities and services will be undertaken to find out if any groups with protected characteristics are likely to be more present. This includes the presence of nearby schools / nurseries, community centres, religious buildings, medical centres, hospitals, care homes etc. Where these are in proximity to the scheme, consideration of users with protected characteristics are taken account. For example, young people near schools, partially sighted people near to an eye hospital, older people near to a care home.

The improvement in cycling provision as a result of this scheme forms part of a series of measures aimed at encouraging cyclists from typically underrepresented user groups to take up cycling in London. There is a significant opportunity to increase cycling among those from BAME backgrounds. This is particularly the case in Tower Hamlets where more than two thirds of the population 69% are from ethnic minority groups. In the London Borough of Hackney, 45% of the population is BAME. Data on the diversity of the people who live in the London Boroughs of Tower Hamlets and Hackney can be found in the following documents, which are publically available on the borough websites:

https://www.towerhamlets.gov.uk/Documents/Borough_statistics/Diversity/A_Profile_of_the_Migrant_Population_in_Tower_Hamlets.pdf and <https://hackney.gov.uk/article/3622/Population>

Mile End Ward

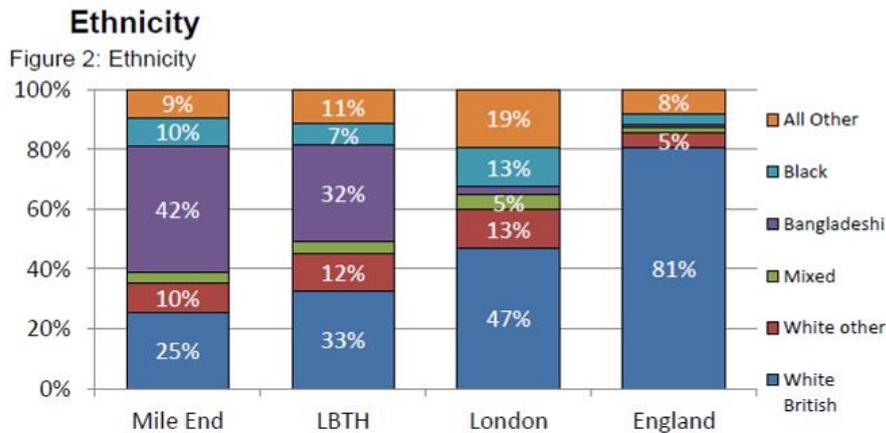
The proposed alignment along Burdett Road falls within the boundary area of Mile End Ward.

Age breakdown within this area is shown in the table below:

MILE END WARD				
Number and proportion of residents by age range				
Residents by Age	0-15	16-64	65+	Total
Mile End	4,025	11,449	1,058	16,532
Mile End %	24.30%	69.30%	6.40%	100%
Tower Hamlets %	19.70%	74.10%	6.10%	100%
100% (Source: Census 2011 QS103EW - Age by single year				

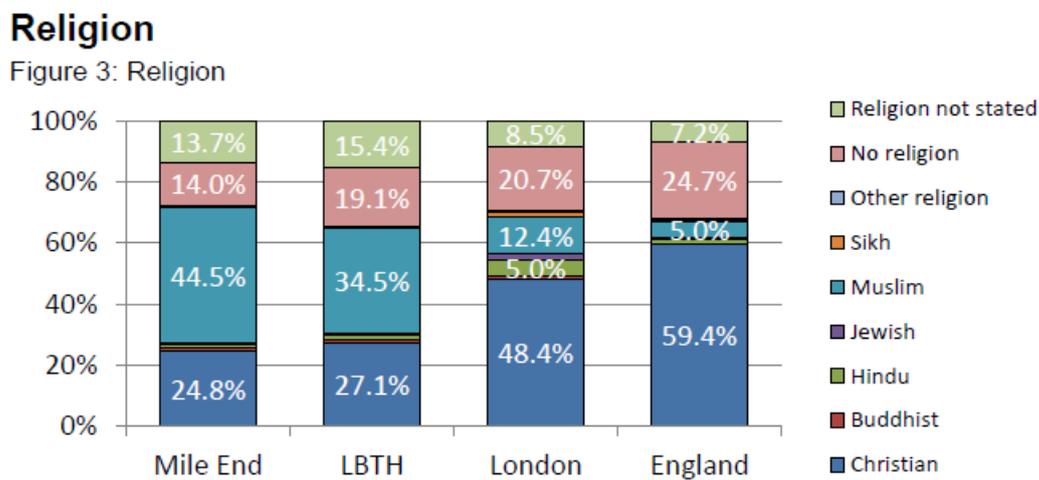


Ethnicity breakdown within this area is shown below:



(Source: Census 2011 QS201EW - Ethnic group)

Religion breakdown in Mile End Ward:



(Source: Census 2011 QS208EW – Religion)

Source: https://www.towerhamlets.gov.uk/Documents/Borough_statistics/Ward_profiles/Mile-End-FINAL-10062014.pdf

Consultation, engagement and feedback

See Step 4 for more details regarding how information and data from consultation, engagement and feedback has informed the programme.

TfL Cycling Surveys and comparisons with similar projects

- The introduction of the East-West and North-South Cycle Superhighways in central London have seen significant increases in cycling as a mode of transport. Recent survey data for 2017 shows that cycle flows have increased by up to 200% since pre construction flows along East-West⁷
- The proportion of people choosing to cycle along North South because it feels like the safest option nearly doubled from 27% before the route was built to 56% after⁸.
- TfL's London Travel Demand Survey (2016) found that there are around 8.17 million trips per average day in

⁷ TfL Cycle Counts (2017)

⁸ TfL Cycle Intercept Surveys (2017)



London that could potentially be made by bike in their entirety. This includes 62 per cent of journeys currently undertaken by motorised modes⁹. By encouraging people to cycle these journeys, road space can be freed up for journeys that require use of a motor vehicle.

Design guidance / standards

- **LCDS** – TfL has used the London Cycling Design Standards (LCDS) to ensure that design proposals cater for different types of bikes including those that have been adapted to suit cyclists with a disability.
- **Other design standards** – includes national standards for designing streets for all which will include those with disabilities.

B) Research on issues affecting inclusion related to this work

Transport Research Laboratory (TRL) Trials

The design of cycling infrastructure in London has been informed by research undertaken by the TRL into the effectiveness of innovative design features for cycling. A series of off-street trials were undertaken by TRL into features including bus stop bypasses, low-level cycle signals and different forms of segregation. These trials included participants with visual impairments, mobility impairments, hearing impairments, people with learning difficulties and older people.

Recommendations from inspections or audits

Road Safety Audits (RSAs) are undertaken throughout the design stage of projects within this programme and are used to inform the design progression and to assess projects once constructed.

Design reviews are also undertaken to assess how well the design meets local or national guidance, including on matters that impact diversity.

Bus stop bypasses

In 2013, TfL introduced six bus stop bypasses (BSBs) on a trial basis along Cycle Superhighway 2 Extension (CS2X) in Stratford in east London. Video surveys were carried out in late 2013 and user surveys in mid-2014 which showed support for the design from cyclists, bus users and pedestrians and also feedback on potential improvements through the use of on-street signage and announcements on buses.

These innovative features have been informed by the results of extensive trials and International best practice, as well as road safety audits, equality impact assessments, engagement with user groups, and feedback from previous public consultations. Design features such as BSBs have now been introduced incrementally across the road network in London as part of other Cycle Superhighway schemes, with an extensive monitoring programme informing their wider use.

In June 2016, TfL commissioned TRL to undertake on-street trials of zebra crossings at six BSBs across the Cycle Superhighways. Following on-street trials and engagement with TfL representatives from stakeholder groups such as the RNIB, Guide Dogs for the Blind, London Travel Watch, London Cycling Campaign and Living Streets, TfL committed to including zebra crossings at all BSBs and published [updated design guidance](#).

The following features are implemented at BSBs to minimise the potential for pedestrian / cyclist interactions:

-Raised pedestrian crossing points from the bus stop islands to the footway to provide a flush crossing point for pedestrians and to slow cyclists on approach to the crossing

-Zebra crossings on the raised crossing points to give priority to pedestrians crossing the cycle track

-Tactile paving to provide a physical indication of where the raised crossing points and zebra crossings are to cross the cycle track

-2.5 metre (minimum) wide bus stop islands to provide space for passengers to board and alight buses, including those who may have restricted mobility, or have a buggy or wheelchair for example.

-Cycle track narrowed behind the bus stop to encourage slower cyclist speeds and deter overtaking.

⁹ Analysis of Cycling Potential 2016 (2017), available: <http://content.tfl.gov.uk/analysis-of-cycling-potential-2016.pdf>



-Cycle track narrowed behind the bus stop to encourage slower cyclist speeds and deter overtaking.

Continuous footways

Continuous footways are pavement spaces that continue over a side road without a step or change in visual design. Their aim is to establish pedestrian priority across side roads and reduce vehicles speeds when turning across them. TfL is aware of concerns that have been raised regarding the safety and visual distinction of continuous footways. As this type of footway is not typical in the UK, there have been questions raised around how drivers will behave and the risk to visually impaired pedestrians. Continuous footways have been used in schemes such as Clapham Old Town and CS7 (at Oval). TfL is currently monitoring the use of continuous footways and the results of this will inform future design proposals.

DRAFT

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	Y/N	Explain the potential negative impact
Age	Yes	<p>Bus stop bypasses – Where new segregated cycle tracks are proposed, bus stop bypasses (BSBs) may be considered. A BSB is when a pedestrian island sits between the cycle track and the road and requires users to cross the cycle track to access the bus stop on the island. This may increase the potential of interactions between cyclists and pedestrians. Pedestrians who are over 65, have restricted mobility or are blind / partially sighted are more susceptible to potential cyclist / pedestrian interaction.</p> <p>Identified project locations: BSBs are proposed at locations throughout the majority of the scheme, particularly along the Burdett Road and West India Dock Road alignment.</p> <p>Bus stop location – Changing the location of bus stops will have a potentially negative impact on bus passengers of all age ranges if the distance between bus stops increases or if the location of the stop is moved away from key origin or destination points. The extent of the impact will be felt more by younger or older people who may be less able or less willing to walk longer distances and are more reliant on the bus network for reaching their destination. As a result of changes in bus stop locations and layout, some bus passengers may find the changes unfamiliar which may be more likely to impact people over 65 who can rely more heavily on what they know. The increase in walking distances to or from a bus stop could also make those locations feel more remote, increasing perceptions of risks to personal safety and an increased likelihood of anti-social behaviour. The bus is also the only public transport mode offering a 24 hour service throughout the week, so perceptions around personal security may increase overnight.</p> <p>Identified project locations: Changes to bus stop locations are proposed throughout this scheme, some locations include: relocation of Bus Stop ME near Eric Street, relocation of Bus Stop WR, south of Burdett Road. All bus stops that are proposed to be relocated along the cycle route would remain within the recommended spacing of no more than 400m between bus stops.</p> <p>Parking timings or locations – changes to parking timings or locations may have an impact upon older people who rely on private vehicles to access local services and amenities. Of particular consideration would be changes to the availability or location of blue badge parking which may be used more by older people.</p> <p>Identified project locations: There is no existing blue badge parking along the alignment. A number of standard parking bays are proposed to be removed, including on Burdett Road. Survey results showed that although parking bays were being utilised, there was a high proportion of abandoned vehicles.</p> <p>The proposed removal of these parking bays will create the necessary changes required to junctions and roads to create a more efficient use of road space and increase to footway space where possible.</p> <p>Reduced road space or banned turns for private vehicles – To make space for new cycling infrastructure, some road space may be lost for general traffic leading to impacts on older people who may rely on transport such as private vehicles or Dial a Ride. Banned turns may also be introduced to reduce traffic or address existing collision</p>



		<p>patterns. This may have an impact on the length of a journey undertaken in a private vehicle.</p> <p>Identified project locations: Changes to the road layout particularly on Burdett Road where banned turns have been proposed for all vehicles (except cyclists) have been necessary to improve cycle safety and pedestrian safety. Whilst proposed road closures may dis-benefit private vehicles, where possible alternative routes have been provided and existing road closures re-opened.</p> <p>Shared use – New shared use is proposed on some schemes meaning that cyclists and pedestrians would share the same footway space. Though this infrastructure is a recognised design feature in local and national design standards such as LCDS, it may have a negative impact on people of different age groups, particularly the young or older people who may be intimidated by the presence of cyclists due to limited mobility, hearing, sight or spatial awareness.</p> <p>Identified project locations: Improved cycle and pedestrian crossing at Hamlets Way and Burdett Road with new shared use pavement on the west side of the junction to improve access to Mile End Park.</p>
<p>Disability including carers</p>	<p>Yes</p>	<p>Bus stop bypasses – Where new segregated cycle tracks are proposed, bus stop bypasses (BSBs) may be proposed. A BSB is when a pedestrian island sits between the cycle track and the road and requires users to cross the cycle track to access the bus stop on the island. This may increase the potential of interactions between cyclists and pedestrians. Pedestrians who have restricted mobility or are blind / partially sighted are more likely to suffer from the negative effects of the increased degree of cyclist / pedestrian interaction. In addition, the amount of manoeuvrability for wheelchairs may be more restricted to accommodate the cycle track as there may be less space.</p> <p>Identified project locations: BSBs are proposed at locations throughout the majority of the scheme, particularly along the Burdett Road and West India Dock Road alignment.</p> <p>Bus stop location – Changing the location of bus stops will have a potentially negative impact on bus passengers that are disabled if the distance between bus stops increases or if the location of the stop is moved away from key origin or destination points. The extent of the impact will be felt more by younger or older people who may be less able to walk longer distances or more reliant on the bus network for reaching their destination. The increase in walking distances to or from a bus stop could also make those locations feel more remote, increasing perceptions of risks to personal safety and an increased likelihood of anti-social behaviour. The bus is also the only public transport mode offering a 24 hour service throughout the week, so perceptions around personal security may increase overnight. TfL specifies a maximum spacing of 400m between bus stops and any changes that introduce a greater distance would be considered to introduce a negative impact.</p> <p>Identified project locations: Changes to bus stop locations are proposed throughout this scheme, some locations include: relocation of Bus Stop ME near Eric Street, relocation of Bus Stop WR, south of Burdett Road. All bus stops that are proposed to be relocated along the cycle route would remain within the recommended spacing of no more than 400m between bus stops.</p> <p>Continuous footways – While continuous footways are intended to establish pedestrian priority across side roads and reduce vehicle speeds when turning across them, they may pose a negative impact to those with a visual impairment as the usual clues indicating the presence of a side road (e.g. tactile paving and dropped kerbs) would not be present. TfL is currently monitoring the use of continuous footways and the results of this will inform future design proposals.</p>



		<p>Identified project locations: West India Dock Road (Grenade Street and Rugg Street).</p> <p>Parking timings or locations – changes to parking timings or locations may have an impact upon disabled people who rely on private vehicles to access local services and amenities. Of particular consideration would be changes to the availability or location of blue badge parking which may be used more by disabled people.</p> <p>Identified project locations: There is no existing blue badge parking along the alignment. A number of standard parking bays are proposed to be removed, including on Burdett Road. Survey results showed that although parking bays were being utilised, there was a high proportion of abandoned vehicles.</p> <p>The proposed removal of these parking bays will create the necessary changes required to junctions and roads to create a more efficient use of road space and increase to footway space where possible.</p> <p>Shared use – New shared use is proposed on some schemes meaning that cyclists and pedestrians would share the same footway space. Though this infrastructure is a recognised design feature in local and national design standards such as LCDS, it may have a negative impact on people who are disabled and people of different age groups, particularly the young or older people who may be intimidated by the presence of cyclists due to limited mobility, hearing, sight or spatial awareness</p> <p>Identified project locations: Improved cycle and pedestrian crossing at Hamlets Way and Burdett Road with new shared use pavement on the west side of the junction to improve access to Mile End Park.</p> <p>Taxi access – There are no existing taxi ranks located along the proposed route alignment, however the introduction of segregated cycle tracks between the footway and carriageway may reduce the ease of pick up / drop off of passengers who use wheelchairs. Disabled people could be adversely impacted by this as it may reduce the number of opportunities for hailing a taxi.</p>
Gender	Yes	<p>Bus stop location – Changing the location of bus stops will have a potentially negative impact on female bus passengers, if the distance between bus stops increases or if the location of the stop is moved away from key origin or destination points. The increase in walking distances to or from a bus stop could also make those locations feel more remote, therefore increasing perceptions of risks to personal safety and an increased likelihood of anti-social behaviour. The bus is also the only public transport mode offering a 24 hour service throughout the week, so perceptions around personal security may increase overnight. TfL specifies a maximum spacing of 400m between bus stops and any changes that introduce a greater distance would be considered to introduce a negative impact.</p> <p>Identified project locations: Identified project locations: Changes to bus stop locations are proposed throughout this scheme, some locations include: relocation of Bus Stop ME near Eric Street, relocation of Bus Stop WR, south of Burdett Road. All bus stops that are proposed to be relocated along the cycle route would remain within the recommended spacing of no more than 400m between bus stops.</p>
Gender reassignment	No	This scheme does not propose any changes to the existing highway that would positively or negatively impact people due to gender reassignment.
Marriage/civil	No	This scheme does not propose any changes to the existing highway that would positively



partnership		or negatively impact people who are married or in a civil partnership.
Other – e.g. refugees, low income, homeless people	No	This scheme does not propose any changes to the existing highway that would positively or negatively impact people due to their income or social status.
Pregnancy/maternity	Yes	<p>Bus stop location – Changing the location of bus stops will have a potentially negative impact on bus passengers that are pregnant or new mothers, if the distance between bus stops increases or if the location of the stop is moved away from key origin or destination points. These people may be less able to walk longer distances or more reliant on the bus network for reaching their destination. Also, the increase in walking distances to or from a bus stop could also make those locations feel more remote, therefore increasing perceptions of risks to personal safety and an increased likelihood of anti-social behaviour. The bus is also the only public transport mode offering a 24 hour service throughout the week, so perceptions around personal security may increase overnight. TfL specifies a maximum spacing of 400m between bus stops and any changes that introduce a greater distance would be considered to introduce a negative impact.</p> <p>Identified project locations: Changes to bus stop locations are proposed throughout this scheme, some locations include: relocation of Bus Stop ME near Eric Street, relocation of Bus Stop WR, south of Burdett Road. All bus stops that are proposed to be relocated along the cycle route would remain within the recommended spacing of no more than 400m between bus stops.</p> <p>Shared use – New shared use is proposed for this scheme meaning that cyclists and pedestrians would share the same footway space. Though this infrastructure is a recognised design feature in local and national design standards such as LCDS, it may have a small negative impact on pregnant people who may feel intimidated by the presence of cyclists due to their reduced mobility.</p> <p>Identified project locations: Improved cycle and pedestrian crossing at Hamlets Way and Burdett Road with new shared use pavement on the west side of the junction to improve access to Mile End Park.</p>
Race	Yes	<p>Bus stop location - Changing the location of bus stops will have a potentially negative impact on BAME people, if the distance between bus stops increases or if the location of the stop is moved away from key origin or destination points. Research suggests that negative perceptions of safety are greater amongst women and BAME communities. The increase in walking distances to or from a bus stop could make those locations feel more remote, therefore increasing perceptions of risks to personal safety and an increased likelihood of crime or anti-social behaviour. TfL specifies a maximum spacing of 400m between bus stops and any changes that introduce a greater distance would be considered to introduce a negative impact.</p> <p>Identified project locations: Changes to bus stop locations are proposed throughout this scheme, some locations include: relocation of Bus Stop ME near Eric Street, relocation of Bus Stop WR, south of Burdett Road. All bus stops that are proposed to be relocated along the cycle route would remain within the recommended spacing of no more than 400m between bus stops.</p>



<p>Religion or belief</p>	<p>Yes</p>	<p>Places of worship – Due to changes to the road layout, there may be some positive or negative impacts on religion or belief due to the proximity of the proposals to places of worship. This may include changes to parking provision or timings, changes to bus stop locations or changes to footway space or pedestrian crossings that could impact access to places of worship. Changes to the street layout may also impact space for people to congregate outside places of worship, for example as part of religious events.</p> <p>Identified project locations:</p> <p>St Paul’s Church Bow Common, Burdett Road - The scheme proposes to ban the left turn into St Paul’s Way (east) from Burdett Road (northbound) to improve safety for cyclists and reduce vehicle/cycle collisions. This may negatively impact how people access this place of worship if travelling by motor vehicle. The main vehicle entrance is accessed via St Paul’s Way with an additional vehicle access point located on Burdett Road which is used infrequently but is proposed to be retained for funerals and weddings.</p> <p>Burdett Estate Mosque BBCA, Masjd Lane, Wallwood Street (off St. Paul’s Way eastbound) - The scheme proposes to ban the left turn into St Paul’s Way (east) from Burdett Road (northbound) to improve safety for cyclists and reduce vehicle/cycle collisions. This may negatively impact how people access this place of worship if travelling by motor vehicle. The main vehicle entrance is accessed via Wallwood Street which is located close to the St. Paul’s Way junction.</p> <p>Islamic Education Centre, 305 Burdett Road (western side of Burdett Road/Pixley Street) - Bus stop WQ (Pixley Street) on Burdett Road, northbound is proposed to be relocated approx. 90meters north on Burdett Road. This may impact people who may alight at this bus stop to attend this place of worship</p>
<p>Sexual orientation</p>	<p>No</p>	<p>Bus stop location – Changing the location of bus stops will have a potentially negative impact on LGBT+ bus passengers, if the distance between bus stops increases or if the location of the stop is moved away from key origin or destination points. The increase in walking distances to or from a bus stop could also make those locations feel more remote, therefore increasing perceptions of risks to personal safety and an increased likelihood of anti-social behaviour. The bus is also the only public transport mode offering a 24 hour service throughout the week, so perceptions around personal security may increase overnight. TfL specifies a maximum spacing of 400m between bus stops and any changes that introduce a greater distance would be considered to introduce a negative impact.</p> <p>Identified project locations: Changes to bus stop locations are proposed throughout this scheme, some locations include: relocation of Bus Stop ME near Eric Street, relocation of Bus Stop WR, south of Burdett Road. All bus stops that are proposed to be relocated along the cycle route would remain within the recommended spacing of no more than 400m between bus stops.</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	Y/N	Explain the potential positive impact
Age	Yes	<p>Safety / feeling of safety – Infrastructure improvements such as segregated cycle tracks, new crossings, signalised junctions etc provide physical separation or reduced interaction between people and motor traffic. Improved safety, and / or improved perception of safety is expected to have a positive impact on those of all age groups, particularly the young and older people who may not walk or cycle currently. This could increase active travel among this protected characteristic.</p> <p>Identified project locations: a two way segregated cycle track is proposed throughout majority of the route, with new and upgraded pedestrian crossing facilities throughout.</p> <p>Antisocial behaviour and crime- As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets by using more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures are likely to deter people from committing crime. This a significant positive impact to people of all ages who can be a victim of crime. In turn, these measures create an increased feeling of safety on local streets.</p> <p>Identified project locations include: A crime and disorder assessment has been undertaken and we are investigating lighting improvements but this will be refined during detailed design when the necessary surveys have been carried out.</p> <p>Improved or simplified streets or crossings – Infrastructure improvements such as improved pedestrian crossings with shorter crossing distances, shorter waiting times or improved signal technologies such as pedestrian countdown, rotating cones or audible signals provide a more positive experience for people of all ages, especially younger or older people who may have slower walking speeds or be less able to walk far. Furthermore, older people with hearing or visual impairments may find these improvements beneficial. Simplified street layouts make it easier for pedestrians of all ages to navigate and may also reduce the walking distance.</p> <p>Identified project locations: New and upgraded crossing facilities are proposed throughout the scheme.</p> <p>New signal technologies – New signal technologies will be introduced as part of the scheme in this programme. These will benefit all user groups including pedestrians and cyclists. These new technologies include, but are not limited to, Split Cycle Offset Optimisation Technique (SCOOT) which benefits road users by accurately measuring and altering journey times through signalised junctions in real time and Pedestrian Countdown at Traffic Signals (PCaTS) to assist pedestrians with information about the remaining time to cross the road.</p> <p>Identified project locations: to be confirmed at a later stage of design</p> <p>Encouraging more active travel – A key objective of the Healthy Streets programme is to improve the quality and safety of our streets by implementing new or improved infrastructure. This includes measures such as improvements to crossings, addressing maintenance issues, implementing flush crossings and providing more places for people to stop and rest. As older people undertake the highest</p>



		<p>proportion of their trips by foot and cite addressing physical barriers as important for encouraging them to travel more, improvements to the street environment, such as more even surfaces and flush crossing, will make it easier for them to navigate leading to a better experience with the potential for more active travel among this group.</p>
Disability including carers	Yes	<p>Improved or simplified streets or crossings- TfL actively seek to improve the infrastructure on the roads. One way this is achieved is by improving or simplifying streets or crossings. For example, replacing staggered crossings with direct crossings, widening crossings or upgrading the signals. This improves the safety of pedestrians as it gives a right of way, as well as creating a more pleasant journey. This has a significant positive impact on disabled people, most noticeably partially sighted or blind people. Furthermore, disabled people with hearing or visual impairments may find these improvements beneficial. Simplified street layouts make it easier for pedestrians with a mental disability to navigate and may also reduce the walking distance for those with physical disabilities. Other street improvements include raised tables at side roads that provide a flush crossing surface and are easier to navigate for wheelchair users. Materials upgrades such as new footways or tactile paving and de-cluttering of street furniture will also make the walking experience smoother and more comfortable or more easily navigable for people with physical impairments.</p> <p>Identified project locations: Improvements to several crossings including two new crossings have been proposed as part of the scheme. Improvements also include changes to the existing staggered crossing on Burdett Road near Eric Street. Crossing will be relocated south of Eric Street, on a raised table and converted to a straight across crossing which will benefit all users particularly disabled people.</p> <p>Encouraging more active travel – Cycles can act as a mobility aid for those who find walking difficult or cannot walk at all. Some people with disabilities ride standard bicycles; others use one of the many types of non-standard bicycle available such as tandems, tricycles, hand cycles or electric bikes. The Department for Transport has called for an increase in awareness of the use of cycles as a mobility aid¹⁰.</p> <p>Our research found that 15% of Londoners with a disability already make trips by bicycle¹¹, which is only slightly below the percentage of non-disabled people who said they use a bicycle (18%). This research also identified that 20% of disabled people said they would “definitely” or “probably” use new routes such as Cycle Superhighways in the future.</p>
Gender	Yes	<p>Encouraging more active travel – A key objective of the Cycleways programme is to improve the quality and safety of our streets by implementing new or improved infrastructure. This includes measures such as improvements to crossings, addressing maintenance issues, implementing flush crossings and providing more places for people to stop and rest. As Women are more likely than men to be travelling with buggies and/or shopping, improvements to the street environment such as more even surfaces and flush crossing will make it easier for women with buggies and / or shopping to navigate leading to a better experience with the potential for more active travel among this group.</p> <p>As women are less likely to cycle than men, less likely to be able to ride a bike and less aware of Cycle Superhighways, increased visibility of high quality infrastructure along with promotion and associated route activation measures will be more beneficial to women, potentially leading to an increase in cycling among this group.</p>

¹⁰Cycling and Walking Investment Strategy, 2016, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/512895/cycling-and-walking-investment-strategy.pdf

¹¹Travel in London: Understanding our Diverse Communities, 2015, <http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities.pdf>



		<p>This would be complemented by supporting measures delivered by TfL and the boroughs across London such as cycle training and awareness.</p> <p>Antisocial behaviour and crime – Improvements to the street environment that help prevent anti-social behaviour and reduce crime such as improvements to street lighting, removal of street clutter or urban realm improvements will be proposed as part of Cycleway schemes. These will be beneficial to all customers but will provide particular benefits to those who identify this as a key barrier to using the network, including women.</p> <p>Identified project locations include: A crime and disorder assessment has been undertaken and we are investigating lighting improvements but this will be refined during detailed design when the necessary surveys have been carried out. Closures of some side streets along Burdett Road i.e. Eric Street will provide opportunities to improve the urban realm by installing new planting, trees and benches.</p>
Gender reassignment	No	<p>Antisocial behaviour and crime– As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets by using more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures are likely to deter people from committing crime. Consequently, this has a significant positive impact on people that have undertaken gender reassignment as they may feel more vulnerable to crime.</p> <p>Identified project locations include: A crime and disorder assessment has been undertaken and we are investigating lighting improvements but this will be refined during detailed design when the necessary surveys have been carried out. Closures of some side streets along Burdett Road i.e. Eric Street will provide opportunities to improve the urban realm by installing new planting, trees and benches.</p>
Marriage/civil partnership	No	<p>This scheme does not propose any changes to the existing highway that would positively impact people due to their marriage or civil partnership.</p>
Other – e.g. refugees, low income, homeless people	Yes	<p>Antisocial behaviour and crime – As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets through the use of more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures are likely to deter people from committing crime. Consequently, this has a significant positive impact on people who feel more vulnerable on London streets and have a higher victim rate.</p> <p>Identified project locations include: A crime and disorder assessment has been undertaken and we are investigating lighting improvements but this will be refined during detailed design when the necessary surveys have been carried out. Closures of some side streets along Burdett Road i.e. Eric Street will provide opportunities to improve the urban realm by installing new planting, trees and benches.</p>
Pregnancy/maternity	Yes	<p>Improved or simplified streets or crossings – Infrastructure improvements such as improved pedestrian crossings with shorter crossing distances, shorter waiting times or improved signal technologies such as pedestrian countdown, rotating cones or audible signals provide a more positive experience for people of all ages, especially for pregnant women whom may be less able or less willing to walk longer distances. Furthermore, Simplified street layouts make it easier for pedestrians of all ages to navigate and may also reduce the walking distance. Parents whom have young children</p>



		<p>may find these improvements create a more pleasant journey which means they are likely to re-use their most convenient route to complete their journey.</p> <p>Identified project locations: new and upgraded crossing facilities are proposed throughout the scheme.</p> <p>Antisocial behaviour and crime – As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets through the use of more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures are likely to deter people from committing crime. Consequently, this has a significant positive impact on people who feel more vulnerable on London streets and have a higher victim rate.</p> <p>Identified project locations include: A crime and disorder assessment has been undertaken and we are investigating lighting improvements but this will be refined during detailed design when the necessary surveys have been carried out. Closures of some side streets along Burdett Road i.e. Eric Street will provide opportunities to improve the urban realm by installing new planting, trees and benches.</p> <p>Improved or simplified streets or crossings- Infrastructure improvements such as improved pedestrian crossings with shorter crossing distances, shorter waiting times or improved signal technologies such as pedestrian countdown, rotating cones or audible signals provide a more positive experience for people of all ages, especially for pregnant women whom may be less able or less willing to walk longer distances. Furthermore, Simplified street layouts make it easier for pedestrians of all ages to navigate and may also reduce the walking distance. Parents whom have young children may find these improvements create a more pleasant journey which means they are likely to re-use their most convenient route to complete their journey.</p> <p>Identified project locations: Improvements to several crossings including two new crossings have been proposed as part for the proposed Cycleway. Improvements also include changes to the existing staggered crossing on Burdett Road near Eric Street. Crossing will be relocated south of Eric Street, on a raised table and converted to a straight across crossing which will benefit all users’ particularly disabled people. Furthermore, the reduction of some crossings, decluttering of footway space, and kerb buildout in some places will make it easier to walk along this route with a buggy.</p>
Race	Yes	<p>Encouraging more active travel – A key objective of the Healthy Streets programme is to improve the quality and safety of walking and cycling facilities by installing new, dedicated infrastructure and promoting safer cycle routes. This forms part of a series of measures to help open up cycling as a viable mode of transport to a larger number and wider range of people. As walking and cycling levels among BAME Londoners and white Londoners are very similar, improvements to facilities across the network are expected to provide benefits to BAME Londoners as much as they do for white Londoners. Furthermore, as BAME Londoners are more likely than white Londoners to say they will use Cycleways in the future but have less awareness of Cycleways, increased promotion around scheme implementation will provide further positive impacts on this group. The improved street environment, including new cycle facilities are therefore expected to lead to more awareness and more active travel among this group.</p> <p>Identified project locations: There is a significant opportunity to increase cycling among those from BAME backgrounds. This is particularly the case in Tower Hamlets where more than two thirds of the population 69% are from ethnic minority groups. In the London Borough of Hackney, 45% of the population is BAME.</p> <p>Safety / feeling of safety – Infrastructure improvements such as segregated cycle</p>



		<p>tracks, new crossings, signalised junctions, reduced traffic volumes, reduced numbers of HGVs, reduced street clutter, improved lighting etc provide safety improvements to our streets. Improved safety, and / or improved perception of safety is expected to have a positive impact on BAME Londoners due to the fact that they are more likely to be injured on the roads and more likely to feel unsafe. Improvements to the safety of the street environment could also increase active travel among this protected characteristic as a result.</p> <p>Identified project locations include: Segregated cycle tracks and separation at junctions throughout majority of the route. New and improved pedestrian crossings. Upgraded lighting and removal of street clutter.</p> <p>Antisocial behaviour and crime- As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets by using more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures are likely to deter people from committing crime. Consequently, this has a significant positive impact on BAME people who feel more vulnerable on London streets and have a higher victim rate than men.</p> <p>Identified project locations include: A crime and disorder assessment has been undertaken and we are investigating lighting improvements but this will be refined during detailed design when the necessary surveys have been carried out. Closures of some side streets along Burdett Road i.e. Eric Street will provide opportunities to improve the urban realm by installing new planting, trees and benches.</p>
<p>Religion or belief</p>	<p>Yes</p>	<p>Places of worship – Due to changes to the road layout, there may be some impacts on religion or belief due to the proximity of the proposals to places of worship. This may include changes to parking provision or timings, changes to bus stop locations or changes to footway space or pedestrian crossings that could improve or reduce ease of access to places of worship. This is a particular consideration for older people and disabled people who may rely on private vehicles or taxis for their transport needs or require drop/off parking facilities close to a place of worship. Changes to the street layout may also increase or decrease space for people to congregate outside places of worship, for example as part of religious events.</p> <p>Identified project locations:</p> <p>Mile End Bengali Muslim Association, Hamlets Way, 97 – 101 Hamlets Way - Pedestrians travelling to and from the mosque would benefit from improved cycle and pedestrian crossing at Hamlets Way and Burdett Road which would include a new shared use pavement on the west side of the junction to improve access to Mile End Park.</p> <p>St Paul’s Church Bow Common, Burdett Road - Pedestrians travelling to and from the church would benefit from proposed changes to the St. Paul’s Way junction. Improvements have been proposed to pedestrian crossing facilities at the junction of Burdett Road with St. Paul’s Way. Crossings will be made simpler by building out footway on the north western arm of St Paul’s Way junction, making it easier to cross the road. A new 20mph speed limit on Burdett Road and traffic calming measures which will increase the feeling of safety. New traffic staging operation to help increase safety for drivers at St. Paul’s Way/Burdett Road junction has been proposed. The proposals will help mitigate an existing right turning collision problem for right turners from Burdett Road, northbound, into St Pauls Way, eastbound. In the proposals the signal staging is proposed to be changed so that right tuners wishing to complete this movement will have their own dedicated traffic stage to do so and will not have to gap seek across southbound vehicles as is the case currently. This will benefit all northbound drivers turning east, including those who are driving to the church as they</p>

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		<p>will be required to turn eastbound into St. Paul's Way to access the church car park and church entrance.</p> <p>Islamic Education Centre, 305 Burdett Road (western side of Burdett Road/Pixley Street) - Reduction vehicle speed limits to 20mph will increase the feeling of safety for people walking to and from the mosque.</p>
Sexual orientation	No	This scheme does not propose any changes to the existing highway that would positively or negatively impact people due to their sexual orientation.

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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?	If consultation has taken place what issues were raised in relation to one or more of the protected characteristics?
Consultation with stakeholder groups on bus stop bypasses	See Section 2, Question 3 for summary of consultation with user groups on bus stop bypasses.
Independent Design Advisory Group (IDAG)	We will ask for feedback on our proposals from this group during the public consultation
Emergency services	We have not yet directly liaised with the emergency services. We have also conducted a Crime and Disorder Rationale on the project together with TfL's internal Compliance, Policing and On Street Services directorate. Recommendations from this have been incorporated into the design process. This will be updated as the project progresses through further design stages.
Local stakeholder groups	We have held meetings with East End Housing Association and Poplar Harca Housing Association/ Lansbury West Gathering Group to discuss proposed changes to the highway design where it impacts their land/road. We will ask for feedback on our proposals from other local stakeholder groups during the public consultation.
Living Streets	We have received a response from London Living Streets as part of our early engagement. We are considering this feedback, and welcome further comments they and their members may send us through the consultation period.
London Cycling Campaign (LCC)	We have liaised with the LCC and have received detailed feedback from them and other Cycling Campaign groups as part of our early engagement. We are considering this feedback, and welcome further comments they and their members may send us through the consultation period.
Groups consulted via public consultation	To help people understand our proposals and gather initial feedback on our plans we decided to hold an early engagement period prior to public consultation. This method of engagement was chosen as it provided us with an opportunity to discuss the routes with key local stakeholders while also allowing us to hear from the general public. It provided an opportunity for respondents to help shape and inform our decision making earlier in the design process and allowed us to promote the benefits of changing streets to make it easier for people to walk and cycle. During the engagement period, cabinet members for the London Borough of Hackney and London Borough of Tower Hamlets were contacted to ask their permission to contact all ward Cllrs on or adjacent to the route alignment and offer them a briefing on the proposals. As a result from the responses received, we arranged and attended the following meetings: <ul style="list-style-type: none"> • Cllr Demirci and representatives from the London Borough of Hackney on



	<p>30 January 2019</p> <ul style="list-style-type: none"> • A route ride of the routes between Hackney and Isle of Dogs with representatives of London Cycling Campaign and Hackney Cycling Campaign on 21 February 2019 • A route ride of the route between Hackney and Isle of Dogs with representatives of London Cycling Campaign and Tower Hamlets Wheelers on 6 March 2019 • Councillors from the London Borough of Hackney on 25 March 2019. The councillors who attended were Cllr Stops, Cllr Snell and Cllr Ozsen <p>In addition to consultation with groups representing local residents and businesses, we will consult with groups and organisations representing the interests of those with protected characteristics including:</p> <ul style="list-style-type: none"> • Schools • Religious groups • Health providers • Community groups • Campaign groups • People using public transport in the area
<p>Engagement during construction</p>	<p>We will maintain our growing list of stakeholders throughout the construction period to enable delivery of updates by email.</p>

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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.

Consultation with other projects / teams

Construction contractors

The impacts of temporary restrictions proposed during construction will be identified and communication with affected stakeholders once traffic management plans are produced at later stage. Some of this activity will be the responsibility of the construction contractor.

Boroughs – Tower Hamlets and Hackney

Consultation takes place with the relevant boroughs in which the schemes in this programme are situated. Some of the route may fall on borough highway network and as such, may be dependent on local design guidance. In some cases, the actions identified in this EQIA may fall with the borough to deliver.

Other internal projects

For this scheme, the key internal projects are the proposed cycle scheme between Camden to Tottenham (via Hackney), and the proposed Rotherhithe to Canary Wharf River crossing.

Other external projects

Some of the schemes in the programme may interact with other projects external to TfL. In these cases, some of the impacts or actions may be shared with external project delivery teams. For this scheme, external projects include the Bow Liveable Neighbourhood Scheme in Tower Hamlets.

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>1. Change the work to mitigate against potential negative impacts found</p>	<p><input checked="" type="checkbox"/> Changes to the work already undertaken are detailed in this document. Mitigation measures (undertaken and ongoing) are detailed in Step 6: Action Planning.</p>
<p>2. Continue the work as is because no potential negative impacts found</p>	
<p>3. Justify and continue the work despite negative impacts (please provide justification)</p>	
<p>4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate</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 / Status	Owner
<p>Bus stop bypasses – ensure that bus stop bypasses adhere to TfL's design guidance.</p>	<p>The bus stop bypasses throughout the scheme conform to the guidance.</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	Designer / Sponsor
<p>Bus stop location – ensure that spacing between bus stops is not greater than 400m and that change to bus stop locations take account of bus passenger demand and nearby origin and destination points to maintain access to local services.</p>	<p>All bus stops that have been relocated along the proposed cycle route will remain within the maximum spacing of at least 400m between bus stops.</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	Designer / Sponsor
<p>Parking timings or locations – ensure that any changes to parking timings or locations take into account current and expected usage / alternative facilities.</p>	<p>There is no existing blue badge parking along the alignment. A number of standard parking bays are proposed to be removed, including on Burdett Road. Survey results showed that although parking bays were being utilised, there was a high proportion of abandoned vehicles.</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	Designer / Sponsor
<p>Reduced road space or banned turns for private vehicles – ensure that any changes to road space or banned turns do not prevent access to residential areas, business or services.</p>	<p>Changes to the road layout particularly on Burdett Road where banned turns have been proposed for all vehicles (except cyclists) have been necessary to improve cycle safety and pedestrian safety. Whilst proposed road closures may dis-benefit private vehicles in terms of journey routing, where possible alternative routes have been provided and existing road closures re-opened.</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	Designer / Sponsor



<p>Shared use – ensure any shared use areas proposed in the design are compliant with design standards which take into account flows of pedestrians and cyclists and the width of the footways.</p>	<p>Areas of shared use are proposed at toucan crossings where cyclists join or leave adjacent routes.</p> <p>The recommended widths for shared space and toucan crossings have been adhered to. There will be clear signage to ensure all users know to expect both pedestrians and cyclists in these areas.</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	<p>Designer / Sponsor</p>
<p>Continuous footways – where continuous footways are proposed in the design, Sponsors and Designers should keep up to date with the findings of TfL’s monitoring and research on this infrastructure and adapt / implement any designs according to recommendations.</p>	<p>Continuous footways are proposed at West India Dock Road (Grenade Street and Rugg Street).</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	<p>Designer / Sponsor</p>
<p>Taxi access - ensure that changes to taxi ranks take into account usage patterns and frequency and alternative facilities are proposed if necessary. Where segregated cycle facilities are proposed, ensure that there are still opportunities for people with restricted mobility, such as wheelchair users to cross the cycle track to hail and access taxis.</p>	<p>There are no existing taxi ranks located along the proposed route alignment, however the introduction of segregated cycle tracks between the footway and carriageway are proposed. It will still be possible to hail a taxi where there are no proposed cycle track e.g. western side of Burdett Road (between Bow Common Land and Commercial Road).</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	<p>Designer / Sponsor</p>
<p>Places of worship – ensure that access to places of worship and impact to people visiting places of worship are not negatively impacted by the scheme during construction and post completion of the scheme.</p>	<p>Ongoing.</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	<p>Sponsor/Designer</p>
<p>Enhancing positive impacts – ensure that positive outcomes of the scheme are well publicised and easy to understand and use by staff and / or customers. This may include public consultation, events, media and advertising or implementation of signage.</p>	<p>We would promote the scheme during and after the public consultation. This will include, but not be limited to, public consultation, drop in events, leafleting, letter drops, press advertisements, social media</p> <p>Further consultation on these proposals will continue with local groups throughout</p>	<p>Sponsor / Communications team</p>



	the development of this scheme.	
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Step 7: Sign off

Signed Off By	EQIA Author (Programme)	
	Signature	Date
	EQIA Author (Project)	
	Signature	Date
	EQIA Superuser	
	Signature	Date
	Senior accountable person	
	Signature	Date
	Diversity & Inclusion Team Representative	
	Signature	Date

